

COUNTDOWN
COACH INDUSTRY AWARDS
LAST CHANCE
TO ENTER

CBW
Coach and Bus Week
The PSV industry's news weekly • 27 July 1996 • Issue 228



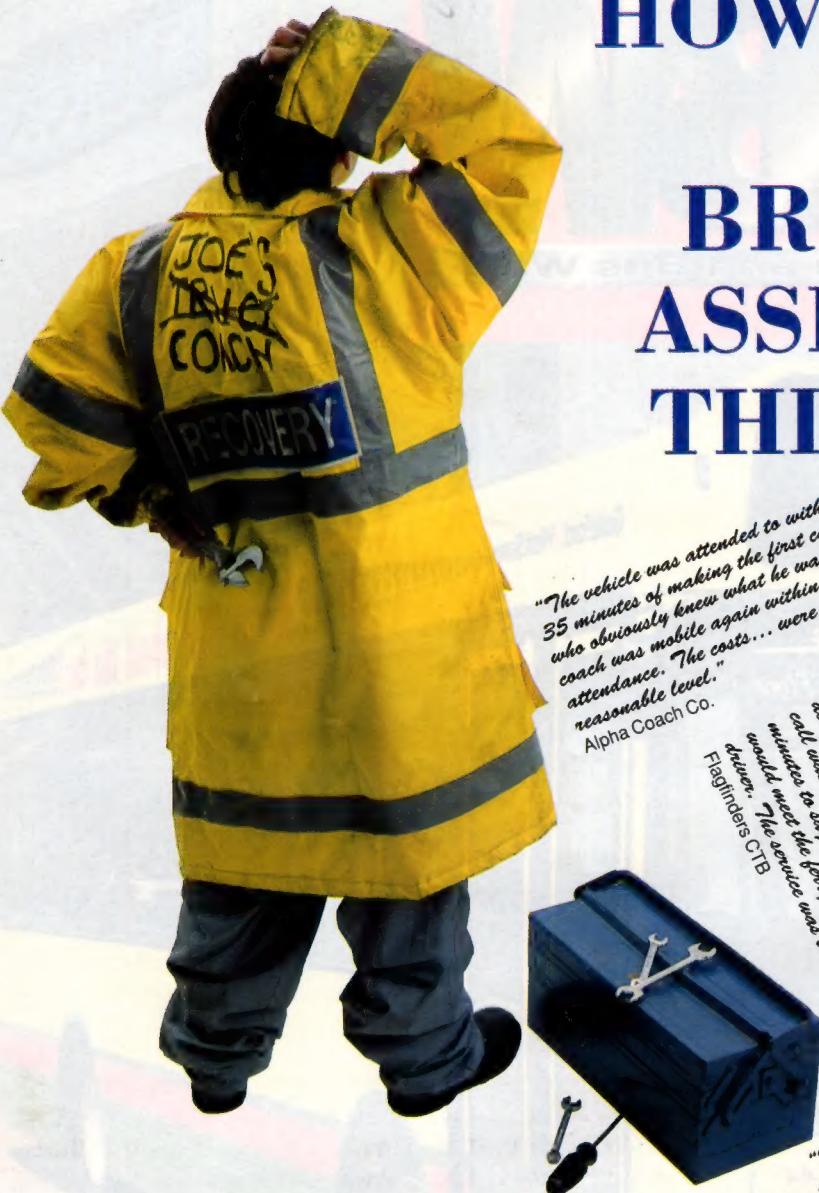
LOW-FLOOR LOWDOWN

Small step makes big strides for access

All the PSV news 4-12 • Legal News 14 • Tour News 17 • Marksman 18 • Diary 19

• Letters 20 • Awards 21 • Accessibility 22-37 • Deals 38&39 • People 59

HOW GOOD WILL YOUR BREAKDOWN ASSISTANCE BE THIS SUMMER?



"The vehicle was attended to within 35 minutes of making the first call who obviously knew what he was doing and the coach was mobile again within an hour of attendance. The costs... were at a very reasonable level." Alpha Coach Co.

"Before joining new organisation... I phone always off my own to see breakdown vehicle driver if I returned to me breakdown vehicle call was received that a breakaway my driver. The GTR
Padjinders CTB

"Within 35 minutes of the call to IRS a fitter was on site - 13 miles outside of Paris! - and the coach was mobile again within an hour. What more can I say?" Grayline Coaches

"It does put our mind at rest to know that we can happily refer an incident to you without having to make endless telephone calls to other operators/recovery agents via 'The Little Red Book'." Cheney Coaches

"We provided a replacement coach under the IRS guaranteed payment system and were paid promptly at the agreed rates. We would be very happy to repeat the experience." West Kingsdown Coaches

"I am a born sceptic, but having used the IRS system twice now, on each occasion it has lived up to its promises. We are very pleased with the service." Compass Royston

IRS can provide you with one simple Solution:

- One freephone number for all recoveries and replacement coaches.
- A specialist service that the industry has been crying out for.
- Important cost savings to the coach Operator.
- One point of contact at IRS can deal with all your assistance and recovery needs.
- Increased income from replacement vehicles and/or repair facilities (optional).

To register an interest today, call the IRS Hotline on:

01634 294400

Empire House, Sunderland Quay, Culpeper Close, Medway City Estate, Rochester, Kent ME2 4HN. Tel: 01634 294400 Fax: 01634 716464

IRS
Independent Recovery Services Ltd

City Diesel

the ultra low
emission fuel for a
clean air future

available today from



Coach and Bus Week is published by Emap Automotive, part of Emap Business Communications, Wentworth House, Wentworth Street, Peterborough PE1 1DS
Tel 01733 467000 Fax 01733 467154

Editor

Mike Morgan 01733 467139

News editor

Mark Williams 01733 467140

Production editor

Frank Forster 01733 467142

Tourism editor

William Golden 01733 467141

Northern news editor

Andrew Jarosz 0113 2566505

Designer

Tina Golden 01733 467143

Group sales manager

Hugh Cairns 01733 467151

Assistant advertisement manager

Mike Moore 01733 467145

Advertisement team leader

Julia Hinkins 01733 467144

Display telesales executive

Lee Puffett 01733 467148

Classified telesales executives

Neil Mason 01733 467147

Michelle Wood 01733 467146

PA to publishing director

Lisa Wilson 01733 467157

Group production manager

Nicky Curd 01733 467121

Production assistants

Debi McGowan 01733 467123

Suzanne Porter 01733 467124

Publishing director

Mark Barton 01733 467136

Managing director

Ian Griffin 01733 467007

Classified Advertising

Jazz Walshe, *Coach and Bus Week*,

Wentworth House, Wentworth Street, Peterborough tel 01733 467048,
fax 01733 467002

Credit card hotline 0181 868 7618

Readerlink back issues department

0181 868 6625

Typesetting and origination: Meridian In Colour, Newark Road,
Peterborough

Printing: William Gibbons, Wolverhampton

CBW is available only by pre-paid subscription

Domestic subscription rate is £49 per year; Europe £92 and worldwide
air mail £124

All rates include postage

Contributions should be sent to The Editor, *Coach and Bus Week*,
Wentworth House, Wentworth Street,
Peterborough PE1 1DS

The editor cannot accept responsibility for claims and statements by
authors and manufacturers whose views do not necessarily represent
those of the publisher, or for any mistakes or misprints, although
every care is taken to ensure accuracy

ISSN 1351-3877

© Emap Automotive 1996



Who's next?

As *Coach and Bus Week* went to press on Tuesday, Steve Norris was rumoured to be officially resigning from his post as local transport and road safety minister.

The news came via one of his bus industry friends for, despite correspondence to the contrary, he is well liked by many bus operators, particularly in London. His easy manner and self confidence make him particularly endearing; a bit of a maverick, maybe, but undoubtedly memorable.

What may have set Steve Norris apart from some of the rest is that his background is in the automotive trade. He talks our language much of the time, and so will be missed. We wish Mr Norris the very best in the real world of business.

At the time of writing, we have no idea of his successor's identity, but he may well have reason to curse Steve Norris as the saga of the seatbelt legislation grinds on. For Mr Norris leaves just as the worms spill from the can. We still have the enforcement of the rules to sort out, the inevitable seatbelt sharks to harpoon in the courts, the muddle of new and conflicting rules being handed out by local authorities; and the issue of whether the driver bears any responsibility to ensure people wear their belts.

There's also more than a

hint of suspicion that many of the retro-fitted lapbelts in use, or more specifically, their anchorages, are only of any use in rollover; they won't take the stresses caused by a head-on impact. We are aware of testing at MIRA, and implore the results to be made public as soon as possible.

● We know that many of our readers are currently enjoying one of the biggest coach business booms for some months... making up for a poor May/June.

But tonight, before you leave the office, take five minutes to blow your own trumpet. The Coach Industry Awards loom, and we would very much like to hear from you — yes YOU! This is no time for false modesty... fill in the fax form on page 21 and enter.

With 21 categories, your company's greatest strength is bound to be on the list. And with certain exceptions, you've as much chance of winning if you run one coach or one hundred.



Mike Morgan
Editor

events

2-6 September: The 24th European Transport Forum, Brunel University, Uxbridge, London. Details from PTRC tel 0181 741 1516/fax 0181 741 5993

14-15 September: UK Bus Driver of the Year Final, Princes Parade, Blackpool. Details from Margaret Buckley, Bus and Coach Training Ltd tel: 01923 896607

16 September: Coaching For Pleasure Day, Legoland, Windsor. Details from Derrick J Alsop tel/fax 0115 973 2260

22 September: Amberley Museum Open Top Bus Show, Houghton Bridge, Amberley, West Sussex. Details from Howard Stenning tel 01798 831370, fax 01798 831831

23-24 September: Integrated Passenger Transport, Can It Work? Two-day CIT conference, Whitehall Place, London. Details from Jo Palmer 0171 233 7600, fax 0171 233 7611

1-3 October: Expocoach, Hall 3, NEC, Birmingham. Contact show manager, Mark Griffin on 01926 888123, fax 01926 888004

15 October: Braking into the 21st Century, one-day conference by Don, Wabco and Rockwell Automotive at Telford Exhibition Centre. Details from Marie Barker on 01244 391391

17 October: Buses Worldwide meeting, Fred Tallent Hall, Drummond Street, London NW1. Details from Ian Johnston, 3 Cypress Drive, Fleet, Hants, GU13 9HE

21-22 October: CPT annual conference, The Park Hotel, Cardiff. Details on 0171 831 7546/fax 0171 242 0053

21-24 October: Mitcar, Paris, Porte de Versailles, details on 00 33 1 41 29 97 27 fax 00 33 1 41 29 96 68

23-27 October: Autobus Rai 96, MECC, Maastricht, Holland. Details, tel 00 31 20 549 1212/fax 00 31 20 646 4469

▼ Coach and Bus

Latest recruit



LATEST recruit to Coach and Bus Live — the Silverstone show where operators can drive the vehicles — is bus manufacturer Optare.

The Leeds-based company has taken advantage of the show organisers' 'one-price policy' and reserved driving time on the famous race circuit. To give realistic driving conditions, a bus-testing layout will include mock bus stops and manoeuvres.

"We're always keen to exhibit at any major show," said an Optare spokesman. "If costs can be reduced,

that makes a valuable contribution to other promotional activity. "In some previous shows, where space, stands, phones and lighting, all have to be booked separately, it adds up to an expensive event. We prefer to see exactly what our outlay is at the start."

Coach and Bus Live is set for 20 to 22 March. Its organisers have built the Fleet Show — for company car users — into an event to rival the London Motor Show, and say they will do the same for their latest 'baby.'

Optare chose test-drive option at Coach and Bus Live



▼ Bus

Police probe decker accident

THE Runcorn double-deck bus crash, which injured 51 children and an adult, none seriously, is still the subject of police investigation.

▼ Obituary

John Irvine

JOHN Irvine of Golden Eagle Coaches of Salsburgh has died, leaving his wife Jean, and four children, to run the family business. The Scottish operator was a former chairman of CPT's Scottish Council and Section One.

Despite claims by Cheshire County Council that the bus should not have been in the bus lane, and had ignored signing, it has since come to light that the only suggestion of restricted use is a 'Buses Only' sign.

The bus, run by Dobsons, was returning the children after a school outing. One youngster said he warned the driver, Geoffrey Bell, of the low bridge, but he had said he was taking a short cut. Minutes later, the child told the party to 'duck' before the impact.

▼ Coach

Crash pass of seatbelt

'There would have been many more'

THREE passengers from the Highland Heritage coach crash last Sunday were still in hospital as *Coach and Bus Week* went to press.

They were part of a group of 51 tour passengers on the Timeline-owned vehicle on the outbound journey of an Island tour. The driver

had been at the wheel for less than an hour.

The Neoplan left the road near Balloch, Loch Lomond, and fell on to its side in an embankment. In all, 40 of the passengers were injured. One of the worst injured was a 76-

▼ Bus

Girl falls under a

A SCHOOL journey ended in disaster before it had even started when a 13-year-old fell from the exit beneath the wheels.

The Cardiff Bus vehicle's driver had become so concerned about rowdiness, he had turned back towards the school when Nimo Adan, of Butetown, fell out the service door, which had been opened using the emergency lever by other pupils.

Emergency services took an hour to free the teenager's legs, which had become trapped in the wheels. She is still seriously ill in hospital.

"We are increasingly concerned about the behavioural problems on these bus services," said Cardiff Bus md Frank Yates. "We are in regular dialogue with this school in particular and on the subject of pupils opening and closing the

▼ Bus

Stagecoach: record profits

STAGECOACH has announced record profits in the year ending April 96, up 44 per cent to £43.6 million.

Turnover was up 48 per cent from £337.7 million to £501.2 million, to give the Perth-based bus company a 17.4 per cent operating margin. Final dividend will be 4.6 p per share, to make a total of 6.7 p for the year.

Full details of the preliminary results are in *Transit* this week. See opposite page.

engers tell s 'saviour'

e serious injuries in Highland crash'

year-old man who lost his arm.

As soon as the accident was reported to Timeline, its md Ian Longworth — formerly of Shearings — went to Scotland to speak to the driver and passengers.

"The coach survived the accident very well," said Mr Longworth, in

Wigan. "It's an 18-month-old Transliner on Dennis Javelin and, like the entire fleet, is fitted with seatbelts.

"Our drivers are briefed to draw the attention of all passengers to the safety features on the vehicle. As far as I'm aware, the majority of the passengers were wearing



Neoplan Transliner superstructure remained intact, says Longworth

seatbelts." Consultant Dr Alex Clark of Leven Hospital, Alexandria, told CBW that those patients he treated had talked

afterwards about the value of seatbelts: "It was said to me that those wearing safety belts were uninjured. The passen-

gers reckoned that, if it had not been for the seatbelts, there would have been a lot more serious injuries."

▼ In Court

chool bus

emergency doors.

"We have problems with pupils throwing objects at the driver and spitting. Staff are as helpful as they can be, putting teachers on buses in addition to our inspectors. We will be taking an even more pro-active line, liaising yet again with the schools.

"This accident has had at least a short-term effect on the pupils' behaviour."

QUICKFIT Safety Belt Services, of Camberley, has been fined £5,000 plus costs for supplying falsely-labelled seatbelts to the coach and bus industry.

The company, trading as Reflex Safety Systems of Stanmore, faced charges of applying a false trade description to belts, and supplying them to Deltastart. The action was brought by East Sussex County Council Trading Standards.

The court heard that a statement from the Society of Motor Manufacturers and Traders had alerted Deltastart to the suspect belts as carrying bogus labels. Deltastart in turn complained to the Vehicle Certification Agency.

In mitigation, Quickfit told the court demand was outstripping supply when, in November 1994, the company was offered 5,000 Opel safety belts by a

Spanish manufacturer. They were approved by BSI for Allied Signal.

"There was a problem in that the type of tongue used on the belts was not compatible," said the company. "So we changed those components and, in doing so, destroyed the Allied Signal label."

According to Quickfit, the replacement label was incorrect owing to "a fax error." The company con-

sidered that, since they were previously approved, that approval would continue.

The company claimed it has subsequently got approval in Portugal, but this was not substantiated. "We have already started pursuing a civil action against Reflex Safety Systems seeking compensation," said Deltastart md Phill Bosson. "We have fitted about 700 of these belts and have had to replace them all."

▼ Coach and Bus

Volvo-owned Yeates drops Toyota franchise

ONE of the first changes by the restructured management of the Volvo-owned Yeates dealership is to drop the Toyota franchise, enabling it to focus on sale of products manufactured by its parent company.

As from 1 August, Yeates will no longer be a dealer for the Toyota Optimo leaving potential buyers of the Japanese-chassied, Portuguese-bodied small coach with a reduced

choice of dealers. Moseley in Taunton and Doncaster, Salvador Caetano UK and Erringtons are the four remaining outlets as the top-selling Optimo III approaches the change from Euro 1 to Euro 2 engine.

New Optimo sales have eased back after hitting 90 in 1995. Sales manager Steve Prime said he expected around 70 to be sold this

year ahead of the change to lower-emission engine forced by the 1 October legislation.

Mr Prime, who is looking to improve the geographical spread of Optimo dealers, confirmed he was looking for another dealer to replace Yeates.

He said: "I'm talking to a couple of people."

● Loughborough-based Yeates is a

wholly-owned subsidiary of Volvo Bus and sells Plaxton and Jonckheere-bodied Volvo coaches from B6 midi to B12 three-axle decker. As from 24 June, Bill Russell took over the reins of Yeates as md, having moved from his position at Warwick as Volvo director product marketing (CBW 15 June). Tony Harvey became Yeates sales and marketing director.

CBW

• • • INSIDE TRANSIT THIS WEEK • • • INSIDE TRANSIT THIS WEEK • • • INSIDE TRANS

News

Blackpool Transport makes an eleventh-hour decision to pull out of buying Hyndburn Transport from the council. Find out why. Stagecoach makes under-

takings to reassure the Office of Fair Trading of good intent in the Cambus Holdings deal. We look at the detail. The TGWU's Mainline drivers say selling off Sheffield Supertram will do

nothing to end its cash crisis. Peter Sephton disagrees. EYMS ups its profit from £0.5 million to £1.26 million.

Plus

LTS chairman Bob Howells is

up-beat for future of the Misery Line. An exclusive interview for *Transit*.

● Sign up for your fortnightly bus and rail business news magazine... see page 59 of this issue

In brief**Ethanol fleet**

SCANIA is to supply Stockholm Transport (SL) with 47 ethanol-powered MaxCi low-floor buses. This means the operator will have a total of 180 ethanol vehicles - the largest such fleet in the world. The vehicles meet standards for the City of Stockholm's green zone. SL has also ordered 28 conventional-powered buses.

Electric buses

NEWCASTLE upon Tyne will soon have three locally-built battery-powered buses on route M46 thanks to a Northern Electric partnership with the city council, Smith's Electric Vehicles, Northumbria Motor Services, Tyne and Wear Passenger Transport Executive and the University of Newcastle.

Reduce pain

DOCTORS at the Pain Research Institute (PRI) have an audio programme which describes how to cope with back pain. Surveys show professional drivers have high risk of slipped disc and incidence of low back pain. A ten-point action plan advocates exercise and relaxation.

Deans feat

DEANS Powered Doors, manufacturer of powered doors, handrails and handrail fittings for the bus industry, has achieved registration to ISO 9001, the internationally recognised quality management systems standard with the British Standards Institute.

Look, no cash

MONDEX, the electronic cash payments development launched by NatWest, Midland Bank and BT in Swindon, is now an independent organisation owned by 17 major organisations across four continents. It hopes to introduce cashless payments around the world.

▼ Cover Story

Dart SLF hits first century

And Dennis has over 600 orders

LAUNCHED last October and into production in January, the super-low-floor Dennis Dart has already hit its first century.

At the handover of the 100th Dart SLF, Dennis managing director John Smith said that, of the 350 of this latest development of the market-leading midibus chassis built at the Guildford plant over the first half of 1996, 100 had been bodied as momentum gathered pace since the official unveiling of the bus at Coach & Bus 95.

Dennis has orders for over 600 Dart SLFs from operators in the UK and overseas is claiming 55-60 per cent of the known low-floor market.

The landmark bus is one of 31 for British Bus subsidiary, London & Country. Twelve have Plaxton Pointer bodies for operation in West London while the remaining 19 — which include number 100 — have the new Spryte body developed by East Lancs, using Alusuisse construction and John Worker's design, for the Dart SLF (CBW, 6 July).

London & Country will run the Sprytes in its Guildford & West Surrey operation. They are 31-seat nine-metre buses replacing older single-deckers in Woking and possibly

By Mike Morgan

Horsham.

Chief engineer David Toy said: "We see ease of accessibility as important for all our passengers. The Dart SLF provides us with a cost-effective low-floor bus which benefits from the use of proven componentry."

Dennis md John Smith said: "We produced our first low-floor bus, the Lance SLF, in 1993. This showed there was a clear demand for improved accessibility in a proven product at an attractive price — and this is precisely what the Dart SLF provides.

"The design brief was for something which had to be commercially practical. It had to be affordable, on self-supporting chassis for world-wide application, and with minimum wheel intrusion."

Since the start of

In the Wright direction

THE Wright Crusader has got off to a flying start with an eight-vehicle London United order for route H25 in the Hounslow area. London United runs 600 vehicles and will be using the 10.2-metre Dennis Dart SLF/Crusaders to replace six-year-old van-derived minibuses with wheelchair lifts

The 32-seat buses will kneel and have been specified with Boge power ramps to speed access by wheelchair users.



Coach and Bus Week ending 27 July 1996



Handover: John Smith (left) and David Toy

production of the original Dart at the end of 1989, Dennis has sold over 3,600 to operators throughout the UK and abroad.

First export SLFs are in service with, or in course of delivery to, bus companies in Australia, Holland, Hong Kong and New Zealand.

Over 3,500 of the original Dart — which continues in production — have been sold to over 200 operators. It was launched at the end of 1989 and has been bodied by over 20 bodybuilders.

Many have developed designs for the SLF, including lead bodybuilder Plaxton, Berkhof, East Lancs, Volgren of Australia and Wrights. Alexander, Marshall, UVG and Designline of New Zealand are expected to follow.

Dennis forecasts that accessibility will remain the key issue in public transport now that the purchasing pattern of the industry has literally turned on its head. Mr Smith said: "Now operators see real opportunities in making services more attractive for all bus users.

"Parents with push-chairs can wheel their children straight from the kerb on to the bus, while the absence of steps speeds boarding and alighting for everyone. This helps to reduce the time spent at bus stops, thus speeding up services. Low-floor buses are one design advance in which everybody wins."

Go West, young bus

PLYMOUTH Citybus has taken delivery of the bus that will carry the city forward to the year 2000, says managing director Brian Fisher.

The bus in question is the Plaxton Pointer-bodied Dennis Dart SLF and Citybus has bought 10 — an investment launched by Lord Mayor of Plymouth,

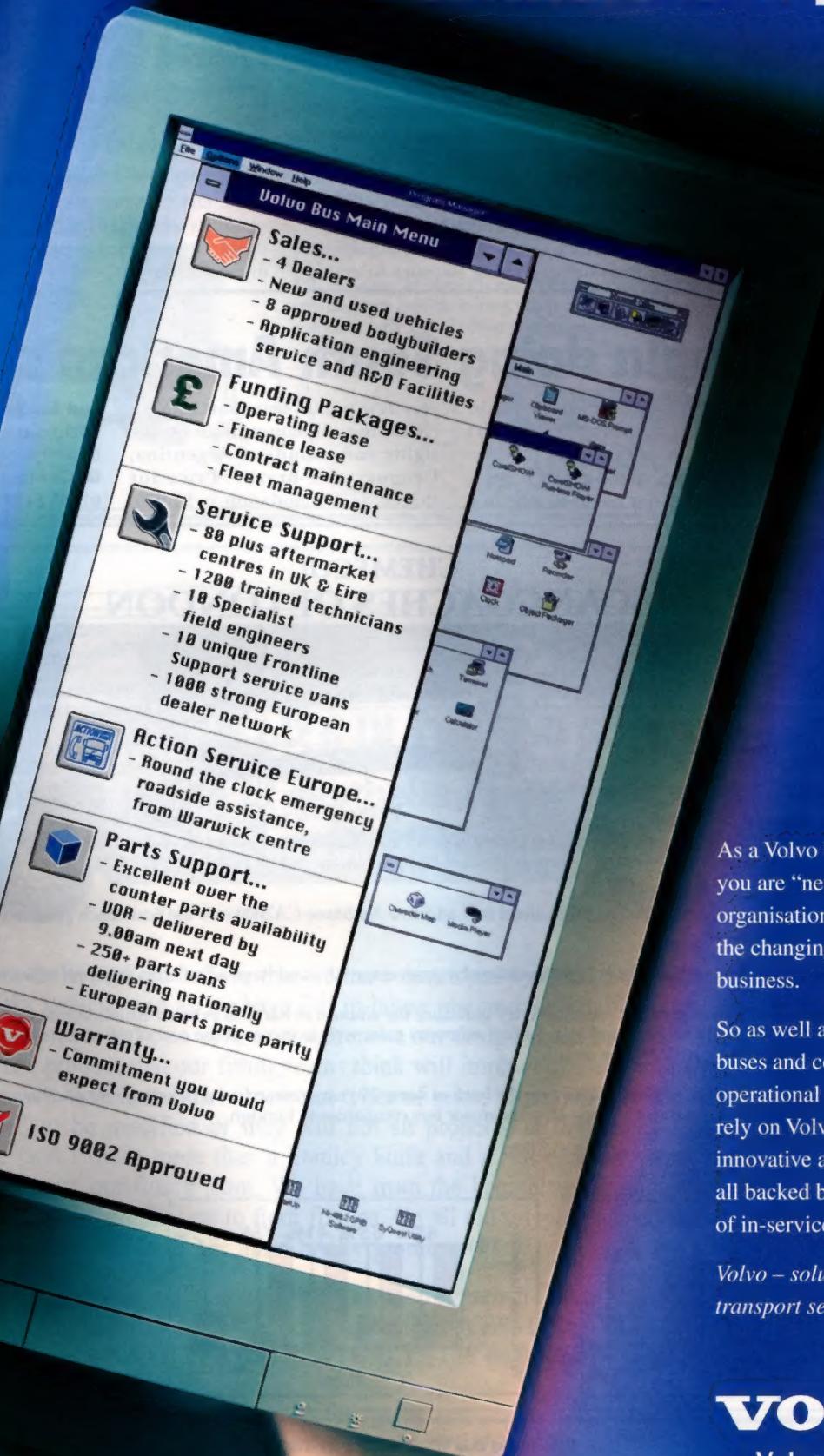
Councillor Mrs Sylvia Bel-lamy.

Over the last five years Citybus has spent £7.1 million, replacing 80 per cent of its fleet.

Pictured (left) is Plymouth Citybus md Brian Fisher showing Lord Mayor Councillor Mrs Sylvia Bel-lamy the advantages of the SLF.

Before you invest in hardware

**we make sure that the
software is in place**



As a Volvo business partner, you are "networked" to an organisation geared to meet the changing needs of your business.

So as well as providing quality buses and coaches to meet your operational demands, you can rely on Volvo to offer the most innovative acquisition options, all backed by the highest levels of in-service support.

Volvo – solutions for today's transport service providers.

VOLVO

Volvo Bus Ltd

▼ Coach and Bus**Soccer traffic study planned**

TRANSPORT consultant Oscar Faber has been picked by Manchester United football club to co-ordinate a campaign for more bus and rail journeys to its games.

The league and cup champions club has added 10,000 more seats to its new North Stand, and says the congestion cars would cause with this extra capacity is unacceptable.

On average, 73 per cent of fans reach the game by car, and the figure will be higher — a total of 40,000 people — this coming season. Oscar Faber will be identifying provision of bus services, coaching for visiting club fans, and co-ordinated rail services to Old Trafford Stadium Halt. It has already studied the problem for the PTE.

▼ Minibus**Most minis belted: RAC****Schools have retrofitted fleets**

THE public sector has equipped almost nine out of 10 minibuses with seatbelts, according to an RAC survey.

Schools, voluntary services and local authorities have mostly retrofitted belts — eight out of 10 respondents said their fleet was more than three

years old.

As an average of the 600 groups surveyed, mileage annually is 20,000, and fleet replacement cycle is between five and seven years.

Among other interesting statistics to emerge

**RAC surveyed 600 groups in midibus sector**

is the fact that two thirds of all driver training is done internally by the organisation concerned. However, the RAC has said specialist training should be the preferred option.

▼ Coach**Tappin doing South American study tour**

PAUL TAPPIN'S series of world study tours continues early next year with an extravaganza journeying through South America.

The 12-day haul will take in a

very few public transport experiences, but will concentrate on the sights and sounds of Argentina, Uruguay and Brazil. Price for shared accommodation is £1,975,

and for singles, £2,495, including flights, transfers, room only, and touring.

● Contact Tappins Coaches on 01235 819393 for full details

CHEMECOL SCANCOACHES OF LONDON



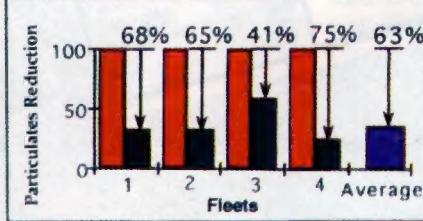
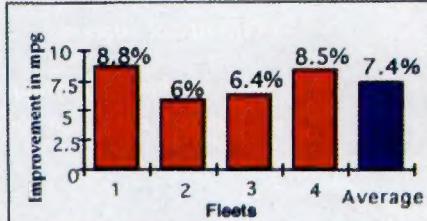
"Running Leaner & Greener With Additone" SAYS TONY FLETCHER

The introduction of ChemEcol's non metallic diesel fuel additive Additone CA2000 into the Scancoach premiere coach fleet is already reaping dividends.

The company have reduced harmful exhaust emission by an average 50% and have a fuel economy gain of over 8%.

"It is the responsibility of every fleet operator to try to reduce the amount of harmful exhaust emission into the environment" says Tony Fletcher of Scancoaches, "and to get a fuel economy gain, well in excess of the cost of the additive is a real bonus". Current savings are roundly £2000 per month.

ChemEcol have launched their new additive on the back of some 25 years research and development and have covered in excess of 6 million miles in service trials with some major bus companies in London.



Additone
"the solution to pollution"

ChemEcol (UK) Ltd.
8 Brewery Road, Herts EN11 8HF
01992 471 451

MOSELEY

we've been busy building

Our commitment in support of our customers and the products we sell.

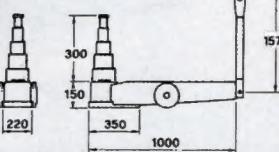
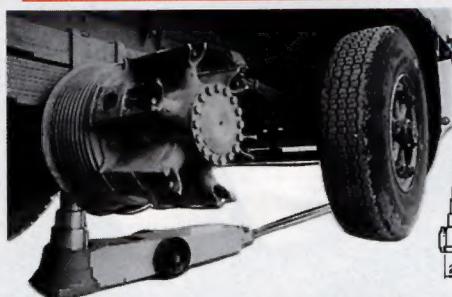
New purpose built coach centre shortly to open.



2
Weeks to go

MOSELEY (PCV) LTD
Tel: 01302 330600
Fax: 01302 330606

LIFT-FIX



Pasquin reaches parts of your vehicle others cannot REACH!!

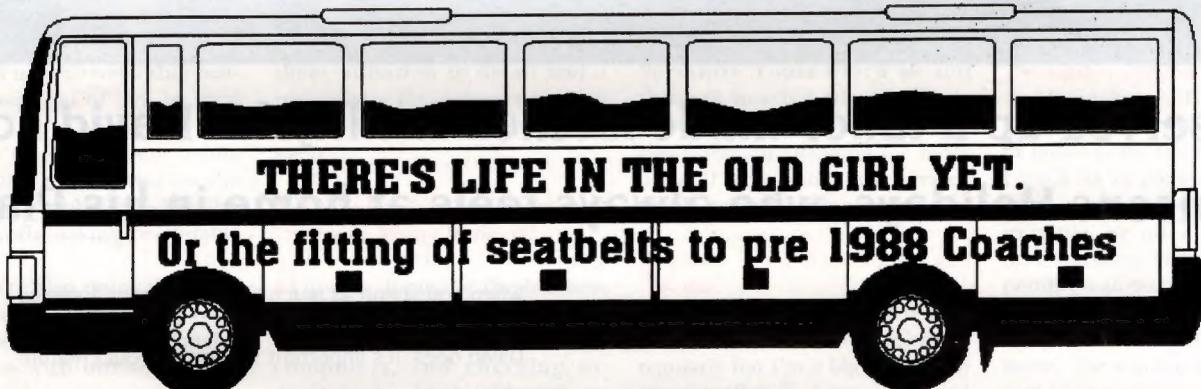
You're never out of reach with a Pasquin air-hydraulic jack. Designed to lift very low vehicles and provide a long lifting stroke. Ideal for Coach & Bus workshops! Comes complete with 2 steel lifting arm extensions 50 and 100mm long.

Call today for details of our complete range of jacks.

LIFT-FIX

LIFT-FIX LIMITED
18 CROFT RD
EDWALTON, NOTTINGHAM
NG12 4BW

Tel. 0115 945 2473 Fax. 0115 923 3713



At **Nationwide Seatbelts Ltd** we believe that we have developed systems that enable us to safely fit seatbelts to almost any pre 1988 vehicle, and as we have full in-house engineering facilities (and I don't mean a mig welder and a set of mole grips) we have no need to compromise our design skills, but can readily put into production any improvements in our product that our fitting teams think will improve the efficient working or professional finish of our installation. We have found that on certain types of seats, in particular when fitting retractor lap belts, that the seat bases need to be modified or they will not sit properly in the frame. But as we have full trimming facilities in-house (and I mean more than a Stanley knife and a roll of sticky tape) we can send a fully trained trimmer out on site with our fitting team. We have from the beginning recommended to our customers that on certain vehicles we strengthen the seat to floor fixings. On all older type seats we strengthen the framework, as to fit seatbelts without doing so is to our mind totally pointless.

So, if all you want is the cheapest way out of the seatbelt nightmare then phone Joe Bloggs. **BUT**, if you want someone who is willing to stand up to any scrutiny and say **YES, I did that**, and I think it is the best job that could be done. Then phone **NATIONWIDE SEATBELTS Ltd** on 01621 840722. Fax 01621 853096. Or our 24 Hour advice line 0850 168189



"We served up a tailor-made kitchen facility for David Lord of Robinsons Holidays, who always feels at home in his Plaxton"

When you spend as much time away from home as

David does, it's important to have all your creature

comforts on hand, not just for your passengers

but also for you and your drivers. Knowing

that everyone has their own requirements

if you just tell us, and, as long as you don't expect a

double gas oven, dishwasher, fitted barbecue and

a 12 seater rooftop jacuzzi we'll see what we can do.

Call us now on 01723 581500



PLAXTON 

"...building great coaches for great coach operators!"

▼ Coach

Deirdre's secret of coaching success

Deirdre Brown of Eddie Brown Tours in Helperby, Yorks talks to Coaching for Profit. Deirdre - daughter of Eddie - runs the business with her husband, Philip (another Brown) and her mother. They are constantly looking for new angles... and it's an approach which is paying dividends

Q Where does most of your business come from?

The majority of our business is a good profit-making private hire from clubs and societies as well as our own tours and excursions. We run around a thousand day trips every year. We also do a few schools contracts.

We had pulled out of that business at one stage when it became silly money but that gave the county council a chance to see how the cheapest tender is not necessarily the best deal. I know of one operator who voluntarily liquidated his business because he was so fed up with wafer-thin margins screwed out of him by local councils.

We've now won some school contract business on the back of our reliability and service and at profit-making reasonable rates.

We're also doing a considerable number of school trips because schools now want quality and safety with our seatbelted vehicles and are prepared to pay for this.

Q What is your biggest company asset?

An incredible amount of repeat business we get from our loyal customers. Our new excursion brochure was snapped up in days by customers who thoroughly enjoyed themselves and want to come back for more. It's the sort of loyalty I think only an operator with its family name on the side of the coach commands. It's due to sheer attention to detail and a real care for the customer from all levels - both staff and management."

Q How have you built your profitable leisure business?

It's a combination of letting a quality dominate the business from every angle - the constant appraisal of all drivers, to the computers, and checking we don't double book (although we still use manual accounts). We



are good at promoting our name in the right places - not just the local press and posters in our area but also the big trade events such as the World Travel Market and the British Travel Trade Fair.

Both of these events helped us pick up Continental tour operators looking for coach hire in the north. Brochures and mailshots help to build the business too. We also run our own York and Yorkshire Tours which we sell through hotels under the company name Yorktour. My mother also insists on including the more unusual day excursion venues eg textile mills and china makers.

Q How much training do you do?

We employ only experienced drivers and we 'observe' them regularly but I'm a big believer in training all staff. I am very proud of my staff and without their loy-

alty, the quality of our business would not be maintained.

I'd recommend the English Tourist Board courses - Welcome Host and Welcome Management. We're going for ISO 9002 but we're committed to Investors in People first. It's a big decision for us as we only have 35 employees and 15 coaches, but customers make no concession for that in our aggressive market. We need good systems and people to deliver consistently as much as the big operators.

Q Where do you see significant market opportunities?

Listen carefully, work hard, deliver quality and the increase in business follows from all areas. I think we're good at listening to what our customers want. For example, we offer a free taxi to take passengers to the pick-up points on all our tours lasting over five days. It's a nice touch which keeps pulling them back for more. We also see more opportunity in the corporate and overseas business areas.

CBW

Deirdre Brown's checklist to profitable coaching

- Don't compromise on price - while you're wasting time negotiating with someone on price, you're missing sales from people who are prepared to pay for quality.
- Listen to what your customers tell you - telephone them, mail them and LISTEN to what they want, give it to them and they'll thank you with repeat business.
- Make yourself known - trade fairs seem expensive but our investment has paid back handsomely. Promote your company by showing your face to your customers regularly and get first-hand feedback in the process.
- People are prepared to pay for quality - quality is the coach operator's key to success. Quality keeps staff. Quality keeps customers coming back for more.

Want to know much, much more? *Coach and Bus Week's* Coaching for Profit series of seminars continues with the latest... at Expo '96. For full details, call Roger Batson on 01494 671868.



Customers loyal to a real family-run business

Eddie Brown Tours is committed to Investors in People

▼ Coach and Bus

Raising the curtain on Czech Rep

The Czech show at Brno revealed a developing market with increasing reliance on imported technology

AFTER almost six years of the post-Communist era, the decline in the number of coaches and buses in service in the Czech Republic appears to have stabilised at around 21,500 vehicles.

While this is a reduction of over 1,800 units on 1994, utilisation of modern rolling stock is improved; under the former regime, buses in some country areas made one return trip a day. Additional State funding - with grants of between 10 to 20 per cent of the cost of new buses - is being made available to operators over the next four years while extra subsidies will be made to support bus operations.

At the recent Brno Show, coach and bus exhibits by Czech and foreign exhibitors underlined the continuing market potential in a country which is still coming to terms with the environ-

By Bill Godwin

ment of a competitive economy.

Although the latest Sap (automotive industry association) statistics identify only 32 'official' imports last year of passenger-carrying vehicles into the Czech Republic, this figure does not take into account the use of foreign-made vans and chassis converted locally for bus applications.

The exhibit of a Mercedes-Benz Sprinter-based minibus for a local CSAD operation in Plisen was, in fact, one of 15 similar vehicles recently supplied to the former State transport undertaking. Mercedes-Benz also showed a local conversion of an 0.614 D-based midibus with double outrigger doors to accelerate pas-

senger flow.

The country's largest coach and bus builder, Renault-associated Karosa, last year made 900 vehicles and sold 632 in the domestic market. The growing influence of RVI is marked



SOR midibus takes Iveco driveline

in the wider use of French power units, although Liaz and Cummins engines continue to be listed for certain models in the 900 series.

Another example of cooperation was exemplified by the Karosa CITY-BUS bearing a strong resemblance to the RVI R 312 design. At the forthcoming MITCAR event, in Paris, Karosa is expected to reveal a newly-developed schoolbus for export markets as well as home use.

Since the acquisition by Skoda last Autumn of Liaz activities, the latter company - for many years a notable supplier of axles running gear and other mechanical components to the bus sector - has become more directly involved in PCV work and at Brno

revealed the prototype of a new CNG-fuelled city bus chassis reflecting its Skoda connections.

SOR, of Libchavy, a small maker making a slow start in 1993, is gaining stature in the Czech domestic market with its much-refined SOR 7.5 midibus.

Last year this company, employing many former Karosa engineers and designers, built 32 buses and, at the Brno event, showed the latest version of its Iveco-powered vehicle.

The two-door body was fitted with optional wheelchair access amidships which has an intriguingly simple configuration allowing manual change-over from steps to a ramp.

The local Neoplan importer used the Brno

exhibition for the first public presentation of a Plauen-built 'Neobody' for 57 passengers on an MAN chassis. This is an extension, or perhaps reversion, of Neoplan activities into conventional coachbuilding although the vehicle features 'Transliner' styling.

Greater demand for low-capacity vehicles in private charter work was reflected by several exhibits in this sector, with VW and Mercedes-Benz conversions by Czech specialists given much prominence.

Rather more of a tentative nature was the display of a US-built, Ford E 350-based Champion Crusader minibus for 14 passengers, by an exhibitor also showing city buses from Greece (Elbo) as well as a Volvo B10 M articulated bus from Sunsundegui S.A., of Navarra, Spain.

CBW



Spanish bodybuilder Sunsundegui's exhibit



Karosa LC 957 coach has Renault power unit

SJ CARLTON

SECOND TO NONE

THE NEW NEOPLAN

TRANSLINER GX 300 SHD

NEW for 1997 and available from stock NOW

Euro II Cummins 300 BHP engine with a no cost 5 year
warranty guarantee
(conditions of warranty on application)

Large and enhanced useable luggage space

Quality 'Kiel' seats with adjustable foot rests and fold down
arm rests

Revised toilet, fridge and servery layout

NEOPLAN

Plus a host of no charge quality extras

Bodywork construction and detailed finish in common
with high standards you expect from Neoplan.

Neoplan Transliner GX 300 SHD
A competitively priced quality product.

Contact: Bill Povey - Sales Director or speak to your
area Sales Executive for further details.

SJ CARLTON

SJ Carlton Ltd., Carlton House, Euroway Estate,
Hellaby, Rotherham, South Yorkshire S66 8QL
Telephone 01709 700600
Facsimile 01709 700007

▼ Maintenance

South Manchester Transport banned

And two directors can no longer hold O-licences



NORTH Western deputy traffic commissioner Brian Horner has revoked South Manchester Transport's O-licence and indefinitely banned directors Brian Corbett and Peter France from holding or obtaining an O-licence.

The company, of 25 Lowerbank, Denton, appeared before the deputy commissioner at a Manchester disciplinary inquiry because of concern over its maintenance record. Vehicle examiner Geoffrey Davidson said the company operated out of Adamson Industrial Estate in Hyde. The premises were approached by a potholed road. There was a large hole at the entrance. The maintenance records were acceptable, but some of the vehicles had been with the company some time and had no full maintenance history.

Six vehicles inspected by prior arrangement at Bredbury Testing Station proved below standard, with three immediate and one delayed prohibition, and six defect notices issued. Three vehicles were spot checked at the roadside, receiving one delayed and two immediate prohibitions.

Defects found included a road spring anchor pin fully displaced and another missing, seating severely dust laden, two passenger windows detached and likely to fall out, an emergency exit window warning device ineffective, and oil and fuel leaks.

In total 22 vehicles had been issued with prohibitions, 15 being immediate and seven delayed. Nineteen of the prohibitions had been issued since a previous public inquiry in October 1995. Several of

by Michael Jewell

the prohibitions had been issued when vehicles had been presented for annual test.

A vehicle involved in an accident in November was found to have braking efficiency well below standard, 37 per cent when the minimum was 50 per cent. There was an excessive air leak when the foot brake was applied. Eight out of ten wheelnuts on one wheel were not secure. The battery box was insecure and likely to cause injury.

A second vehicle was involved in an accident and a fuel leak was found. The severity of the defect was indicative of extreme negligence on the part of the company. Mr Davidson thought

their condition.

Mr Horner said that, if a company operating 10 vehicles attracted the number of prohibitions this company had it was not surprising directions were given to spot check its vehicles. Vehicles had been found with serious safety critical defects jeopardising public safety many times with potentially catastrophic results.

Financial evidence was heard in private at the company's request.

Peter France said he had been responsible for book-keeping and record-keeping of the maintenance system. After Christmas he became ill and was unable to spend much time at work. Another bus operator had been engaged who would be

working full time for South Manchester after next week. He would be in charge of the workshop. The person concerned had one month to look at the system.

Advice he had given had been taken on board. They had also taken on another fully qualified fitter.

Both these people were being brought in to provide quality control. The period between inspections was being reduced to three weeks and some of the maintenance would be contracted out.

Mr France thought the length of the inspection intervals, bearing in mind the mileage, had contributed to vehicle condition. The company had been looking after 15 to 16 vehicles. That was too many so they had decided to reduce the number of vehicles to seven with two spares.

Mr France conceded he was not a CPC holder or a time-served fitter.



Vehicles had been targeted due to condition

that, although the company had taken on extra staff, it was finding it hard to cope with aged vehicles. Three vehicles had been checked in the last month and one prohibition and two defect notices issued.

A fourth vehicle was asked for but it never turned up and no excuse was given. There was a history of warning letters relating to excessive smoke but hardly any replies from the company.

For the company, James Backhouse suggested there had obviously been a concerted effort to target it but Mr Davidson said the vehicles had only been targeted due to

▼ Licensing

Minibus op given absolute discharge by magistrates



THE operator of an unlicensed minibus, who claimed he had been following advice from a local authority licensing enforcement officer, was given an absolute discharge after admitting a number of offences before Buxton magistrates.

Leslie Naden, of 121 Leek Road, Buxton, Derbyshire, pleaded guilty to driving the vehicle when not the holder of a PCV driving licence, and using it without a Certificate of Initial Fitness, without a PSV test certificate and without an O-licence.

Prosecuting for the Vehicle Inspectorate, John Heaton said that, in October, a traffic examiner was on duty on the A6 at Buxton when he saw a Leyland minibus fitted with nine seats in addition to the driver's seat.

The driver, Mr Naden, said he was the owner/operator of the vehicle and he was carrying six children and one adult on a contract for the local education authority. Mr Naden admitted he did not hold a psv driving licence or have an O-licence. Subsequent inquiries revealed the vehicle did not have a Certificate of Initial Fitness and no psv test certificate was in force.

All the offences arose out of the fact the vehicle concerned was a public service vehicle within the meaning of Section 1 of the 1981 Public Passenger Vehicles Act, in that it was constructed or adapted so as to carry more than eight passengers and being used for hire or reward. To be able to lawfully drive such a vehicle Mr Naden needed to take a further driving test and a medical. He also needed to be licensed to operate the vehicle, and the vehicle itself had to have a Certificate of Initial Fitness and a psv test certificate.

Mr Heaton maintained the fact the vehicle had a first-aid kit on the front seat, preventing its use, did not prevent it being "constructed or adapted so as to carry more than eight passengers."

For Mr Naden, John Bunting said the defence accepted the mere presence of a first-aid kit on the front seat did not take the vehicle outside the psv regulations. However, Mr Naden had received different advice from his local authority and had thought he was dealing with a private-hire vehicle.

The local authority's view had been the first-aid box was a permanent feature which took the seat out of commission and Mr Naden had relied upon that view.

Mr Naden had now removed the rear-most double seat and substituted a single seat to overcome the problem.

Mr Naden said the vehicle had last passed its local authority check in September 1995. He calculated it had been presented for test about 14 times in all.

The magistrates found special reasons for not endorsing Mr Naden's driving licence.



Bigger, Brighter, Better and now in Birmingham

EXPO COACH 96

**INTERNATIONAL TRADE EXHIBITION
FOR THE BUS • COACH • TOURISM AND
RELATED INDUSTRIES**

OCT. 1, 2, 3, '96 HALL 3, NATIONAL EXHIBITION
CENTRE, BIRMINGHAM

SHOW ORGANISERS
EXPO MANAGEMENT, Unit 2, Wildmere Road, Compton Park, Banbury, Oxon OX16 7JT.
Tel: 01926 888123 Fax: 01926 888004

**TERENCE
BARKER
TANKS**



**COMPLETE FUEL
INSTALLATIONS**
NEW AND REFURBISHED;
OPEN TOP OR ENCLOSED

As a long established manufacturer of Fuel Tanks and possibly the largest stockist of second hand tanks in the U.K., we are able to offer our customers the choice of new or used - refurbished or a combination of the two. All units to Environment Agency Guidelines.

**WHY PAY HUNDREDS OF
POUNDS MORE THAN
YOU HAVE TO?
RING NOW FOR DETAILS...**
(01376) 330661

**Straits Mill
Convent Lane
Bocking • Braintree
Essex • CM7 9RP
FAX (01376) 330665**

FACT. NOT FICTION.

The ABC allows professional buyers and sellers of advertising space in Business Publications to buy and sell better. It does so by providing an independent, authoritative circulation audit that is the single most obvious indicator of a magazine's self esteem and a publisher's confidence in his title.

An ABC certificate is your

guarantee of integrity. So, if your next schedule includes titles that aren't audited - ask why.

For details of ABC's activities relating to the Business Press and the benefits to be gained from ABC membership contact Trevor Foley, Business Press Manager, on 01442 870800.



Salvador Caetano

"No. 1 for New and Used Caetano Optimos"

NEW VEHICLES



Choice of 4
available for
immediate
delivery
From £55,300



USED VEHICLES

93 (K) TOYOTA	Optimo II	21 seats, power door, choice of 2
93 (K) TOYOTA	Optimo II	18 seats, power door
91 (J) TOYOTA	Optimo II	18 seats, power door choice of 4

* SPECIAL WARRANTY
AVAILABLE ON SELECTED
USED VEHICLES



**91 (J)
TOYOTA
OPTIMO II**
18 seats,
power door,
tinted windows



CONSULT THE SPECIALIST
FOR THE WIDEST CHOICE OF
QUALITY USED OPTIMOS

* Details of this limited offer supplied on request

Full List Available on Request

"The Complete Service"

Salvador Caetano



MILL LANE, HEATHER,
LEICESTERSHIRE LE67 2QE
Tel: 01530 263333
Fax: 01530 263379



GLASS

**Before you
next order,
check out
prices and
service from
PSV Glass.**

**The widest range of pcv glass in the UK.
Available direct, with free next day delivery.
Call 01494 533131 now.**

**PSV
GLASS**

▼ UK

Brick attacks on resort coaches

Operators' concern over Blackpool incidents

VANDALS from a council-run gypsy camp are being blamed for brick attacks on coaches coming into Blackpool.

Two West Yorkshire coach operators have reported incidents where bricks and other missiles have been hurled at their vehicles from bridges over Yeadon Way, the main route off the M55 to the resort's coach parks.

Barry Rennison, of Independent Coachways, said: "The panel of one of my coaches was badly damaged in the latest incident. I have had drivers reporting that the youngsters

by William Golden

have the bricks all lined up, ready to attack. Fortunately, there has been no injuries but the potential danger is there."

Another coach, belonging to JAK Travel Services, was the intended target of an attack but the vehicle was undamaged.

A spokesman for Blackpool police said they were aware of such incidents and, when they were notified, sent a patrol car to investigate. He said: "Unfortunately, these sort of incidents are all too common and it is not a

problem confined to Blackpool.

"These youngsters seem to think it is a laugh and do not realise the seriousness of their antics.

"When we do get a report, we send a patrol car to the scene but, of course, the youngsters have disappeared by then and regroup after we have gone."

The spokesman added that any other operator who was involved in an incident of a similar nature should report it to the Blackpool police communications room on 01253 754238.



Plain sailing: Mr Farrell (left) with Wilco de Jong (centre), marketing manager for The Hague Visitors and Convention Bureau; and Theo Lingmont, the director of the Netherlands Board of Tourism,

▼ Europe

Pushing the boat out

MORE than 100 operators from the north of England and Scotland attended two workshops on The Hague organised by North Sea Ferries in Hull and Newcastle Upon Tyne.

They were held on board Minerva, an historic sailing schooner that had

sailed across from Holland. Tony Farrell, UK passenger sales and marketing manager for North Sea Ferries, said: "The workshops were a great success, with many new contacts being made that undoubtedly lead to increased bookings in the future."

▼ Europe

Screen test for new French tour opportunities

OPERATORS were put in the picture about tour opportunities to Disneyland Paris when they joined Albatross Tours and other members of the travel trade for a special screening of the new Disney film, *The Hunchback of Notre Dame*.

The film show - at the Odeon, Leicester Square - coincided with the official launch of the new direct Eurostar service from Waterloo to the French theme park.

Caron Sotgiu, Albatross

Tours' sales and marketing manager, said: "As one of three preferred UK wholesalers for Disneyland Paris, we can team up with our partners at EPS to offer packages to operators, including on-site accommodation. The real

benefit for them is that it just takes one phone call and everything is arranged."

For more information contact Ms Sotgiu at Albatross Tours on 01622 790700 (fax 01622 790701).

CBW

Eurowatch

WEATHER

City	Average temperature last week	City	Average temperature last week
Amsterdam	16C/61F	Madrid	33C/91F
Athens	32C/90F	Oslo	19F/66F
Berlin	16C/61F	Paris	25C/77F
Brussels	19C/66F	Rome	27C/81F
Dublin	22C/72F	Stockholm	14C/57F
Lisbon	28C/83F	Vienna	21C/70F
Luxembourg	22C/72F	Zurich	23C/73F

DIESEL PRICES

(Courtesy AA Roadwatch)

Country	Diesel price per litre in Sterling	Country	Diesel price per litre in Sterling	Country	Currency exchange rate	Country	Currency exchange rate
Austria	0.57	Luxembourg	0.43	Austria	15.64 Sch/£	Italy	2.299 Lire/£
Belgium	0.52	Netherlands	0.53	Belgium	45.76BFr/£	Netherlands	2.54 Gld/£
Eire	0.54	Norway	0.73	Denmark	8.61 K/£	Norway	9.61 Nkr/£
France	0.52	Portugal	0.46	Eire	0.93 Punt/£	Portugal	229 Es/£
Germany	0.51	Spain	0.46	France	7.51F/£	Spain	192 Pta/£
Greece	0.42	Sweden	0.63	Germany	2.28 DM/£	Sweden	10.20 SKr/£
Italy	0.59	Switzerland	0.61	Greece	365 D/£	Switzerland	1.88 SFr/£

Once a PSV, always...

Q Recently you quoted from Section 1 of the Public Passenger Vehicles Act 1981 the fact that, once a vehicle had been used as a PSV, it remains a PSV until that use is permanently discontinued. Is there any relaxation for vehicles with 12 seats or fewer? I am aware of a taxi operator who uses eight and 11 seaters as PSVs and taxis according to circumstances. I have also noticed PSV O-licence discs on display in small vehicles including cars. Does this make them permanently PSVs?

JN, Lancs

a I think your opening sentence relates to a question I answered on 4 May 1996 which was specifically about the use of a 12-seater minibus as a taxi. There are, indeed, statutory exceptions to the 'once a PSV - always a PSV' rule of Section 1 for small vehicles.

That section makes it plain this rule applies (a) to a vehicle adapted to carry more than eight passengers which is being used to carry passengers for hire and reward; and (b) to other vehicles used for carrying passengers for hire and reward at separate fares in the course of a business.

However, the part relating to vehicles seating eight or fewer passengers is further qualified. Section 1(3) gives exemption from this rule to such vehicles when being used for the unadvertised sharing of taxis and hire cars and for private hire, the arrangements for which have not been advertised to the public.

While a vehicle with fewer than eight seats is thus unlikely to permanently become a PSV by using it as such, there is nothing to prevent it being used as a PSV (and displaying an O-licence disc) - not least of all because the wording of Section 1 makes it clear that small vehicles may be so used.

Indeed, a registered local bus service can only be operated by a public service vehicle (Transport Act 1985 Section 2).

Consequently the Transport Act 1985 at Section 12 makes provision for taxi operators to obtain special PSV O-licences, and discs, to cover such eventuality. Section 12(8) gives a specific exemption from the 'once a PSV' rule of the PPV Act Section 1 for vehicles thus used.

The effect of all this is to very much restrict the application of the 'always a PSV' rule for vehicles capable of carrying eight or fewer passengers - but not stop them from being operated under a full or special PSV licence.

Indeed, I should perhaps mention that many operators prefer to operate eight (or fewer) seater PCVs when used, say, for feeder journeys, badged with a PSV O-licence disc. This avoids the additional expense and complications of complying with any local authority by-laws for private hire cars. This is quite legal, although it may appear to be a slight eccentric-



Questions & Answers

ity of the law! I can, however, see no way in which anything larger than that can be used 'on and off' as a PSV.

What's our liability?

Q We recently had a passenger die as he stepped off a coach in Spain. He had, in fact, taken out holiday insurance and the insurers dealt with the matter in a sympathetic and efficient manner. But what is our liability under the Package Tour Regulations? Where would we have stood had this customer not been insured?

MC, Somerset

a The matter of holiday insurance and your liability under the Package Travel Regulations are two separate issues. The only thing which they would seem to have in common is that, whether or not there is insurance cover, you have no responsibility for dealing with a body. It may fall to insurers, to relatives, or to the executor of the deceased; but I can think of no circumstances where it would be the responsibility of an operator. You may have all sorts of

Questions on coach and bus operation should be sent to:

Marksman, c/o Coach and Bus Week, Wentworth House, Wentworth Street, Peterborough PE1 1DS

or fax 01733 467154

Marksman will answer more questions on 3 August 1996

duties, under many enactments, to 'passengers' but passengers are living beings, not corpses.

While there are many compelling reasons to encourage passengers to take out holiday insurance, or even make doing so compulsory; the saving of problems for the operator should passengers die when on tour is not one of them.

Under the Package Travel Regulations (S.I. 1992 No 3288), as the provider of a package you are liable to the consumer for its proper execution and thus for damages if the contract is not performed fully and correctly, irrespective of who actually provided (or failed to provide) the part which gives rise to any claim. On the face of it, this could range from deficiencies in hotel service and provision through to death or injury arising out of a part of the package.

Let me illustrate this. If a person does not enjoy a meal purchased while on holiday that is not part of the package, or is injured (or killed) in a road accident while out taking a stroll along the promenade, or dies from natural causes while on holiday — the circumstances are so divorced from the package that no liability falls on the packager.

However, if a meal provided as part of the package causes food poisoning, or the passenger is killed or injured on your coach (or a ferry which is included in the package), or dies when the hotel collapses or catches fire, on the face of it, it is you who will be liable for damages. In the case of death, this would not be just to bring the body home etc, but for causing the death.

I said "on the face of it" because, fortunately the Package Tour Regulations do provide certain exemptions. Firstly, if the cause is attributable to the consumer (eg fire started by consumer smoking in bed). Secondly, if the circumstances were caused by a third party to the contract and were unforeseeable and unavoidable (anything from a war to a strike). Thirdly, if the events are unusual and unforeseeable, the consequences of which could not have been avoided even if exercising all due care, or which could not have been foreseen or forestalled.

While that considerably reduces the packager's liability to claims for damages, it does not totally remove the risk - not least of all because it assumes a far greater degree of inspection and verification of the safety and satisfaction of package components than is reasonably practicable for each and every package departure.

It may also be difficult to prove that any of these defences actually applied. While, in theory, you would make a claim against the provider of the defective service to offset the liability to your customer, the recovery of money might take a long time and involve litigation in another country. It is also possible that the person or business concerned vanishes or has no means to pay.

It, therefore, makes very good sense to insure against the risk of compensation claims by passengers and, indeed, their executors too, although a claim arising from a death caused by the performance of a package holiday is perhaps more remote than some of the other possibilities.



Look folks, no speed limiter in use here

If you REALLY want a racy-looking paint job, SJ Carlton's paint shop manager Russ Barnes is your man.

As you can see from the picture, Mr Barnes is a bit racy himself, hurtling round Aintree circuit at 140 mph in this understandably blurred picture. Yes, there's no speed limiter fitted to his Kawasaki ZXR750.

SJ Carlton stamps up sponsorship for his racing, currently

contesting the 750cc and 1300cc open class of production racing, having already tackled circuits at Snetterton, Cadwell Park, Darley Moor, Three Sisters and Elvington. One is to hope Messrs S. Johnson and W. Povey are there from time to time to cheer him and his fellow enthusiast and tuner Paul Carter along.

A small tip; if you reverse over a motorbike in SJ Carlton's yard, best not to hang around...



Is this a case of rough justice?

NIGEL Bebbs is having to deplete his bank balance by £50,000 so he can build a new road for heavy vehicles.

Nothing out of the ordinary for a coach operator to have to build his own depot driveway, you might think. Only the road isn't for him... it's for quarry lorries which would otherwise pass within 18 inches of his front window. In what seems to us to be rough justice, he has

lost a two-year court battle to have a landfill road re-routed around his 17th century farmhouse. If the council had their way, 130 trucks a day would be thundering past 33 inches from his front door, six days a week. Believe it or not, Vale of Glamorgan council see nothing wrong with that, and neither do the courts, so he's having to pay for tarmac and planning permission himself to keep them at bay...

Bill guides us to the truth, but not quite

OUR overseas correspondent Bill Godwin picked us up on the throwaway line that the drive-by-wire Prisma (CBW, 13 July) is a world first. According to Bill, a Nuremberg project in the mid-80s ran an MAN-based bus along wire guidance to Fürth.

We'll take your word for it Bill, unless — as Esther Rantzen used to say — anybody knows different...

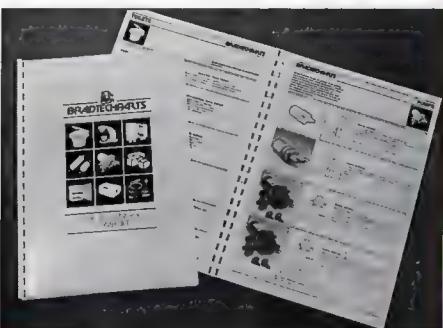
CBW



BRADTECH

FOR PASSENGER COMFORT

a rapid, reliable and complete service



■ Installation of new equipment

■ Maintenance of existing equipment

■ Replacement Parts and Consumables

Toilets . Serveries

Drinks Dispensers

Personalised Washing Facilities

Seat Belts

Refrigerators

Automatic Fire Extinguishers

Plus FREE ADVICE on installing and repairing passenger service equipment.

BRADTECH LIMITED
UNIT 5, LADBUND COVERT, SEIGHFORD, STAFFORD ST10 8QD

PHONE: 01785 282800 FAX: 01785 282558

**LETTER OF
THE WEEK**



Seatbelts situation is now totally confusing

From Raymond Maddock

The position regarding seatbelts in school coaches is becoming more ridiculous by the day. There seems to be total confusion between the road safety minister and the police on what the rules mean. In trying to get answers to questions from road safety minister Steven Norris, I was told the enforcement of the law was up to the police and the interpretation was for the courts and, by implication, the laws were not his responsibility to explain (letter dated 22 March).

I would give two examples. When asked if the fitting of a speed limiter set at a maximum of 59 mph would make a coach into a bus for the purposes of the new laws, the Cheshire Constabulary by letter of 17 May stated: "Vehicles designed to travel at speeds exceeding 60 mph, if fitted with a speed limiter set at 59 mph, will still be subject to the seatbelt legislation."

However, when Steven Norris was asked the same question, I was told by letter dated 14 June from the Vehicle Standards and Engineering: "A 53-seater coach in excess of 7.5 tonnes fitted with a speed limiter restricting the speed to 59 mph will, if this is its maximum speed, be defined as a bus."

If a 53-seater coach is carrying fewer than 53 children to school and is fitted with seatbelts and three children under 14 choose to share a double seat, who is responsible? The operator has provided sufficient seats so he cannot be liable. The Cheshire Constabulary by letter of 7 June says: "It is my understanding at the moment that a driver is responsible to ensure that, where a seatbelt is

available to a young person, the seatbelt is used." It also says the driver would be reported and it would be up to the courts to decide if it were unreasonable for the driver to be held responsible.

This conflicts with a reply from Steven Norris, by letter dated 30 November 1995, in which he states: "I would not expect the drivers of coaches to take responsibility for children under the age of 14, and no such requirement has been introduced."

Since it is clear a child under 14 cannot be prosecuted for the offence of sharing a seat, the law becomes unenforceable and is "an ass." Since it is abundantly clear that home-to-school transport by coach will not be made safer and may even be more dangerous where belts are fitted and, given there are many loopholes in the law and much of it is unenforceable, Steven Norris should withdraw this secondary legislation, which has never been put before Parliament, now.

As the police seem to think the 1985 Transport Act regarding "local services" means all services within 15 miles of the school may be exempt from the seatbelt legislation, it will leave very few vehicles having to comply with the new laws.

Even some of our county councils have now come to realise the flaws in the new legislation and are stipulating buses and not coaches when asking for tenders for home-to-school services.

They have realised the new rules makes the carrying capacity of buses greater than that of coaches and, therefore, cheaper. My own survey of over 800 customers shows that over 96 per cent were happy with the way

air-conditioned Alexander Royale Olympians.

I think I am also right in saying London United is still the largest operator of accessible bus services in Great Britain, with 37 fully-accessible buses running on mainstream regular frequency bus routes.

I am just putting the record straight.

*David Humphrey
London United Busways
Twickenham
Middlesex*

Bikes on the buses

From John Donald

I would like to ask about the legality of bicycles being carried recently on a London

Write to: The Editor

Coach and Bus Week

EMAP Automotive Publishing

Wentworth House
Wentworth Street
Peterborough PE1 1DS
or fax 01733 467154



Keep those letters rolling in. If requested, we will publish them anonymously, but always include your full name (ie first name and surname), address and telephone number



Letter of the week wins a Corgi Classics model bus

things were and do not want seatbelts in the coaches. Where coaches have been fitted with the belts I find that non-use of them currently stands at 100 per cent, and many of the over 14-year-old pupils, when asked, say they will not wear the belts even if the law changes to make the wearing compulsory.

How can the increased costs due to provision of the new laws be justified if they do no more than "re-assure" the public — the word used by Steven Norris?

The public should be told the truth and not treated by this Government as children who need to be told what is good for them. Most parents are very competent adults and, given the truth, can make a judgement for themselves and do not need to be dictated to by a minister.

*Raymond Maddock
Mecca Transport
Macclesfield
Cheshire*

General Metrobus from Clapham Junction. The bike blocked the emergency exit in the lower saloon,

This was a regular service bus and I was surprised the driver allowed it on board. As a bus passenger I feel my safety jeopardised by the emergency exit being blocked.

I have also experienced bikes blocking gangways on railway contract buses in the south (not recently I may add), where I felt my safety compromised, blocking my exit in an emergency.

Are there any laws about blocking entrances, exits, and aisles with items other than passengers, for whom the bus is actually designed?

*John Donald
Wandsworth
London*

CBW Coach Industry Awards

— a message from the editor

Dear Reader

The protracted postal dispute is putting an added burden on your business at what is already a very busy time of year and making it very difficult for you to guarantee hitting the deadline for entries for the 1996/7 Coach Industry Awards.

Consequently, if you have not already submitted your entry, I invite you use the sim-

plified fax entry form printed below.

Entry this year is by self-nomination - ie you have to enter yourself, and I would like to remind you that all entries must be received by the *Coach and Bus Week* offices by 31 July. There are 21 categories for you to choose from and you should note that supporting evidence is required ready for the judges first meeting on 8 August.

An entry form was enclosed with the

Coach and Bus Week issue dated 8 June, and this can still be used.

REMEMBER. IF YOU DON'T ENTER YOU CAN'T WIN.

Good Luck

Mike Morgan
Editor
Coach and Bus Week

FAX ENTRY FORM +++ FAX ENTRY FORM +++ FAX ENTRY FORM +++ FAX ENTRY FORM +++

The 1996 Coach Industry Awards

Name:..... Position:.....

Company:.....

Address:.....
.....
.....
.....

Tel:..... Fax:.....

Tick the awards category you wish to enter

1. Coach Operator of the Year (1-15 vehicles)
2. Coach Operator of the Year (16-39 vehicles)
3. Coach Operator of the Year (40-plus vehicles)
4. Coach Driver of the Year
5. Coach Manager of the Year
6. Engineer of the Year
7. Group Attraction of the Year
8. Group Accommodation of the Year
9. Cross-Sea Carrier of the Year
10. Coach Tour Wholesaler of the Year

- 11. Operator Training Award
- 12. Safety Award
- 13. Customer Service Awards
- 14. Coach Tour Programme of the Year
- 15. Day Excursion Programme of the Year
- 16. Coach Operator Brochure
- 17. Fleet Livery of the Year
- 18. Individual Livery of the Year
- 19. Dealership of the Year
- 20. Innovation Award
- 21. Marketing Campaign of the Year

Please enclose your supporting evidence using up to two sides of A4 paper plus appropriate photographs and/or brochures

FAX ENTRY FORMS to Mike Morgan on 01733 467154 or post them to me at CBW, Wentworth House, Wentworth Street, Peterborough, PE1 1DS.

Do not hesitate to give me a ring if you require further information on 01733 467139



COACH AND BUS WEEK

**COACH
INDUSTRY
AWARDS**
1996/7

IN ASSOCIATION WITH
THE COACH TOURISM COUNCIL





Providing space for wheelchairs guarantees that disabled passengers have better access to public transport

High times for low-floor

Will operators be forced to change to accessible transport, or will they grasp the nettle of opportunity? Mark Williams reports

THE drive towards accessible transport is something no operator can afford to ignore. As increasing numbers of wheelchair-accessible, low-floor buses reach London and the provinces, passengers and local authorities are beginning to expect provision not only for the disabled but for those 'handicapped' by having to push baby buggies or cart around bags of shopping.

It's not a move driven purely by European legislation, though upcoming law is certainly worth anticipating; accessible transport provision has more recently been driven by consumer demand, as the disabled themselves become aware of the freedom offered to them by suitably-equipped public transport.

If we were to listen to many councils, we'd be led to believe there are hordes of dissatisfied wheelchair-bound passengers itching to board buses. Nothing could be further from the truth, which is why members of a recent fact-finding mission to Brussels, organised by the Confederation of Passenger Transport, were gratified to discover that in Europe, where wheelchair bus access has been available for some time, our EU partners have a very realistic view of accessibility. Providing the space for a wheelchair or perhaps two doesn't guarantee it will be filled more than once in a blue moon... but it guarantees that disabled passengers won't be turned away from what is supposed to be a 'public' service.

We're years away from providing any kind of integrated service for the disabled but, as London's low-floors come on stream, demand for the tradi-

tional dial-a-ride schemes in the city is bound to fall. Indeed, a recent council conference in Bristol looked at this issue in detail, as not only local authorities but operators report that demand for dial-a-ride has increased but the funding available has, at best, been pegged. In many cases, councils may be able to cut costs by introducing accessible, low-floor transport on their subsidised routes, in the hope that able-bodied passenger demand may eventually enable such routes to go commercial. So often in bussing, the passengers follow the vehicles.

But the low-floor, accessible bus isn't only about serving the disabled; it's also about satisfying the needs of young mothers, elderly ladies and, far more importantly, selling the notion of public transport to a wider audience.

Talk to Thorpes, who recently began running London Transport's Stationlink service with Optare Excels — they report not only a good reaction from the public, but a reaction which dispels the notion that Joe Public won't miss what he hasn't got. If you want bus services to appeal to the mass of car owners, who've experienced the best of Europe's public transport, you may have to provide what they want to see, not what they expect to see.

Above all, operators large and small should now be looking for opportunities to promote accessible bus services in any area where a long-term contract price could absorb some of the capital cost, or where short-term pilot schemes can be based on hired low-floor or converted vehicles. By presenting such options to local authorities whenever possible, as Cowie has done in London, operators can pre-empt panic later.

● Turn to the following pages for more information about accessible public transport



Smaller the gap the better



Can we walk away from our responsibility?

Wheelchair passengers have an injury rate over 350 times greater than ambulatory passengers in any kind of traffic mishap ... accidents, sudden braking, sudden or sharp turns.

None of us want to feel responsible for what could be very tragic results. So we must take responsibility for providing the best protection available for your wheelchair passenger.

That means Q'Straint.

It's a revolutionary wheelchair and occupant restraint system, developed through years of research and laboratory testing, that provides protection for wheelchair passengers equal to that of able bodied ones.

Q'Straint has been fully field tested as well, and is the safest complete and **total** restraint system available. It independently and **fully secures the occupants** as well as the chair ... a big advance over chair tie-downs and lap belts.

Q'Straint. The proven wheelchair and occupant restraint system to help us meet our responsibility.



For People Who Care™

Call, write or fax for further information or test results:

Q'Straint (U.K.)

10 Wilson House,
John Wilson Business Park,
Thanet Way,
Whitstable,
Kent CT5 3QU.
Tel: 01227 773035 Fax: 01227 770035



One-step entrance: now regarded as essential for improved passenger access

Brighton Blue Bus chose Plaxton-bodied Dennis Darts for its remarkable intensive commercial low-floor bus service. Mike Morgan put one of the 15 accessible Darts to the test

Step on to the main attraction

BRIGHTON'S 49ers are a fleet of 15 low-floor buses which have revolutionised public transport on the Sussex coast. When Brighton Blue Buses originally hatched the idea of converting its busiest and most profitable route from double-deck to midibus it lacked one thing - the right vehicle for the job.

The concept was controversial and needed something special to add appeal to the passengers. The cross-town 49 was already high-frequency and its double-deck capacity met peak demand.

However, the Atlanteans which pounded up and down the demanding cross-town route were ageing, consumed 6.44 mpg and there was an irritating incidence of vandalism on the top decks.

Meanwhile, it had not gone unnoticed from the company's head office windows on Lewis Road that, while the loading figures pointed to a need for 70-plus seats, the reality during the day was that the top deck was unpopulated.

But new buses are a major investment which takes on significant proportions when it requires the

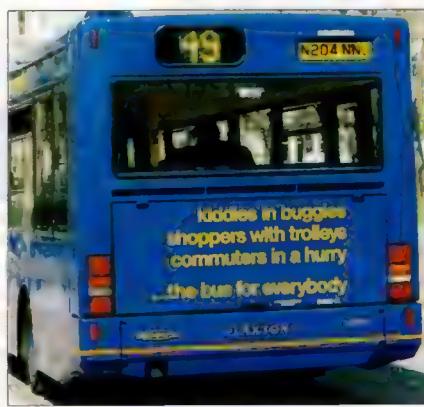
replacement of the entire complement of buses on such a route. However, the Brighton bosses grasped the nettle last October when the low-floor version of the Dennis Dart was unveiled.

Already popular in the Brighton fleet, the Dart midibus had taken on a new lease of life as the cost-effective super-midi which could do the work of a full-size bus ...and it was low-floor, providing the one-step entrance which is widely regarded as essential for improved passenger access.

Managing director Richard Clark was already ahead of the game when CBW visited Scarborough for a preview of the first Plaxton-bodied SLFs. He'd been there, seen it and made the decision.

For around £84,000 he could buy a 10.6-metre low-floor bus. It was not only in excess of £20,000 cheaper and more fuel efficient than a double decker but had a major marketing advantage as the new generation of accessible bus.

But it was not just one Dart SLF that was to wing its way from Guildford to Brighton via the York-



Low-floor: marketing advantage

EXCLUSIVE
First road
test

We do more *for* *your* bottom line

By saving substantially on your fuel bills, Dennis buses can deliver extra thousands of pounds straight to your bottom line.

Low-weight, high-strength chassis construction, purpose-designed power-trains, clean-burn engines and the option of gas power all ensure that Dennis buses are environmentally friendly and exceptionally fuel-efficient.

And wide-entry, super-low-floor configuration for really easy passenger access, plus more space for more seats with more comfort all add up to more bottoms on seats and more revenue.

Make your bottom line the tops!
Choose Dennis.



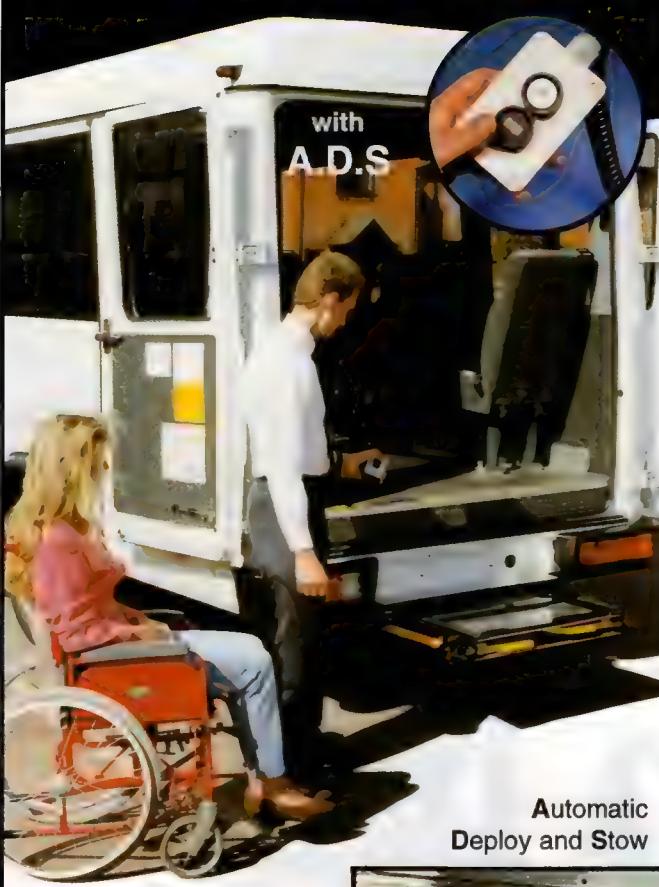
Dart
Lance

DENNIS

THE STRENGTH TO DRIVE ON

Dennis Specialist Vehicles
Dennis Way, Guildford,
Surrey GU1 1AF.
Telephone: 01483 571271
Facsimile: 01483 306836

AUTOMATIC UNDERFLOOR PASSENGER LIFT



Automatic Deploy and Stow



The same easy to use standard 2-button control deploys and stows, lifts and lowers the platform

Strong platform only 22mm deep for easy wheelchair transfer

Sealed cassette to protect mechanism from road dirt



marked in compliance with European Regulations

Ratcliff offer the widest range of passenger tail lifts in the UK



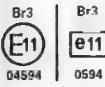
Ratcliff

Ratcliff Tail Lifts Limited
Bessemer Road, Welwyn Garden City, Herts AL7 1ET
Tel: (01707) 325571 Fax: (01707) 327752

COACH SAFETY BELTS BUS SAFETY BELTS

**Original Equipment Quality
Coach & Bus Belts**

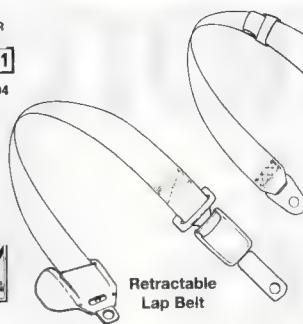
CARSTYLE SAFETY PRODUCTS LTD
Manufacturers of safety belts to British and European Standards



Static Lap Belt



BS 3254 PT 1 1988
LICENCE No. KM 32054



Retractable Lap Belt

As supplied to the coach industry for new vehicles. Now available for retrofitment to **Plaxton, Duple, Berkhof, Caetano, Bova, Jonckeere, Eof, Neoplan, Vanhool Etc.**

For further information
CARSTYLE SAFETY PRODUCTS LTD.,
34 Gratton Road, Queens Park, Bedford MK40 4EF



Call Now

01234 352243

Fax: 01234 354298

COACH SAFETY BELTS BUS SAFETY BELTS

Bus-Belt

The Automatic Bus Seat Belt that instantly adjusts to any size of passenger



Bus-Belt is the first automatic lap and diagonal seat belt to be designed specifically for the Bus and Coach Market.

The unique slide adjuster enables a child of 4 years old and upward to wear the belt comfortably with the webbing correctly located across the chest.

Or by adjusting the shoulder slide upward the Bus-Belt will fit the largest adult passenger.

SAFETEX
The seat belt manufacturer



Units 16/17 Bookham Industrial Park, Church Road, Bookham, Surrey, KT23 3EU.
Tel: (01372) 451272. Fax: (01372) 451282.

PART OF A COMPREHENSIVE RANGE OF SAFETY RESTRAINTS FOR WELFARE AND COMMUNITY TRANSPORT



shire coast. A block order for 15 was placed, taking 12 double deckers out of the fleet. For £1.25 million Brighton was spending around the same as though it had bought deckers and was on target for a major service improvement.

Although fuel savings (9.95 mpg compared with 6.44 mpg) have more than compensated for route mileage increased by 20 per cent, it's doubtful that the impact of the change could have been fully predicted.

Mr Clark and his colleagues took full advantage of the marketing opportunities presented by doing an industry first. In advance of the 26 May launch, the buses were lined up on Madeira Drive and radio/TV interviews given.

Further photo-shots produced pictures for the new timetable designed, along with the 49ers branding, by Ray Stenning of Best Impressions.

Prominent on vehicles and publicity is the slogan that says it all: "Kiddies in buggies, shoppers with trolleys, commuters in a hurry ...the bus for everyone." It was a launch that instantly caught the eye of the CBW news team and prompted arrangements for this in-service road test.

Jumping on the low-floor bandwagon, let alone setting the trend with Britain's first high-frequency commercial service, is a noble initiative but does it pay dividends? Surely the talk of extra passenger generation is more a case of abstraction from other services and aren't those low-floor buses a gimmick?

There's only one way to cast aside any doubts and that is to spend a day at the seaside to experience life on the 49 at first hand. Consequently, after giving a few weeks for any teething troubles to be sorted out and given time for the service to settle down, I was allocated a turn behind the wheel.

Driving impressions

The 49 is a cross-town service linking Portslade in the west with East Moulsecoomb. First bus is at 5.35 am and the last trip runs in at 11.17 pm - or, as the timetable explains: "early to late."

Frequency builds up to more than six buses an hour throughout the day and a round trip is timetabled to take around 80 minutes, including five minutes layover at Portslade Station and either two or three minutes at the other end.

Brighton has more than its fair share of congestion - particularly during mid-Summer when the foreign students descend on the town in their thousands. Because the 49 goes through the heart of this thriving centre - Old Steine, Churchill Square, Palmeira Square and Hove - this is the sharp end of the serious business of running buses.

When the Pointer/Dart SLF made its debut, Plaxton sales and marketing director David Quainton said the 10.6-metre version was the "wild card" in the pack. With low-floor body seating up to 44 passengers (Brighton went for 39 plus wheelchair space) and a host of chassis improvements, including air suspension, the 145 bhp-powered Dart SLF is lighter, more fuel efficient, shorter, narrower and cheaper than a full-size bus.

As the Moulsecoomb-bound 11.26 pm departure awaited my pleasure outside the Blue Bus head office it was clear that, being longer and lower than a conventional Pointer/Dart, it looked every inch a big bus.

Wayfarer module installed and chief inspector at my shoulder I headed for the outer terminus. As all passengers were alighting it was an ideal time to become re-acquainted with the Dart controls.

It was also the opportunity to experience the different performance from Euro 2 engine and ride characteristics of the revised suspension. And for those familiar with the lively ride and performance of the standard Dart, this new bus is a revelation.

In what must be the busman's equivalent of Murphy's

Law, most bus stops are located close to a sunken drain gully or pot hole, ensuring that a suitably smooth stop is normally impossible. However, the Dart suspension absorbed all the sharp shocks. It was a delight.

Everything about the bus is smoother. The Dart in this form has come of age.

The driveline displayed very refined qualities. There's more bottom-end grunt from the Euro 2 engine and the Allison gearbox goes about its work in a much more discreet way than I remember.

For an explanation I turned to Dennis marketing director, Roger Heard, who said the Telma 5750 retarder was lighter, smaller and more powerful. Consequently there was less inertia on the driveshaft.

However, there's a combination of factors contributing to this new level of Dart refinement: longer wheelbase; 6,833 kg ULW, and the suspension. There's no denying that the sum of the whole is that the SLF is better by far. It's an observation endorsed by Brighton Blue Bus drivers and workshop foreman, Derek Beck.

Operations manager and director Peter Salvage says drivers allocated to other routes want to drive the new Darts — due in no small part to the improved design of the Plaxton cab which is now more spacious and, like the rest of the



Route 49 passengers have 'adopted' the new buses

body, displays a higher standard of finish.

There are only two small niggles concerning this very comfortable working environment - possibly three:

- While the right-hand layout of gear selector, door control, suspension lowerer and handbrake is very logical, it places the handbrake too far back. CBW is assured that Plaxton is moving everything forward by around four centimetres

- The new Dennis Dash has a very comprehensive set of warning lights. However, as a consequence of the SLF driver sitting lower in relation to the windscreen, its main instruments and some of its other displays are partially obscured by the steering wheel and some teething troubles with the first production batch result in the warning to 'stop the bus' coming on unnecessarily. Dennis told CBW it has this problem sorted

- I was surprised by the very high 44 cm step out of the cab. If access is so easy for the passengers, why can't it be easier for the driver?

Passenger impressions

Bus drivers the world over know passengers are frequently miserable and are quick to complain, so what a



EASY COME EASY GO

For the complete ease of access, total safety and customised solutions, call the experts in minibus conversions.

For over 15 years Nesmo have provided a full design, installation and repair service for all community bus including wheelchair and tail lift applications.

- N** Full tail lift fitting and repair service
- N** Rugged seat construction with lap and diagonal seat belts and reinforced underfloor anchorages
- N** Wide-opening side doors and full-width rear door opening
- N** Proven, reliable van conversion specialists.



Nesmo

NESMO TRUCK BODIES

Sadler Forster Way, Teesside Industrial Estate, Thornaby, Cleveland TS17 9JY.

Telephone: 01642 766161 Fax: 01642 763146



ALPHA ENGINEERING COMPANIES



ACCESSIBILITY ROAD TEST



► pleasant surprise coming face to face with smiling faces and cheerful greetings.

The growing band of the route's regulars have adopted these buses as their own. Planning manager Neil McQuire says loadings on the 49 route are up by 10 per cent and operations manager Peter Salvage says the service has been victim of its own success.

Complaints are rolling in from those parts of town not served by the 49 with other Blue Bus customers demanding the same type of vehicle on their local service.

It's a nice problem to have and makes a change from dealing with the result of damage caused when a certain section of the travelling public find alternative entertainment on their trips into town.

Even when busy — and the 49 is busy throughout the day — all passenger movements can be monitored easily on this 10.6-metre bus because the driver has ideally positioned mirrors and the cab seat is at a perfect height for supervising loading and unloading.

It's a size and type of bus which encourages good relationships between driver and customer and, incidentally, is the right size for negotiating roads on housing estates seriously narrowed by endless rows of parked cars.

In the town centre where a clear approach to bus stops cannot be guaranteed, the driver has a fighting chance of tucking the bus into the stop without leaving the back end vulnerable to damage from passing traffic.

For the passenger, the 10.6-metre Pointer/Dart's compact, yet spacious, dimensions extend its appeal. The interior is virtually the same as a full-size bus and it can get close enough to bus stops to enable mothers with push-chairs to get on and off with ease.

One dominant memory of this test is the natural frequency with which the target users took advantage of the bus. "Kiddies in buggies, shoppers with trolleys, commuters in a hurry..." Yes, they are all using the 49 as part of their normal travel arrangements.

There are no ramps on the Brighton SLFs but drivers are encouraged to lower the front suspension at every stop. Once into the routine, pressing the kneel button is as natural as opening the door. The handbrake must be applied first so individual passengers hopping on or off are often too quick to make kneeling worthwhile but most bus stops on the 49 had sufficient customers to fully justify the ritual. After all, it only takes eight seconds and they really do appreciate it as part of the service. Since handbrake release also raises the suspension, movement away from bus stops is not impeded.

Surprisingly the thorny issue of access to bus stops was not a big problem during the test. Delivery vans, parked cars, taxis, competing buses, and stray pedestrians all did their best to make life difficult but, in most cases, it was possible to get within 15 centimetres of the kerb.

Chassis:	Dennis Dart-10.6 metre
Body:	Plaxton Pointer - 39 seats plus 16 standees
Price:	£84,000
Engine:	turbocharged six-cylinder Euro 2 Cummins B
Power:	145 bhp (107 kW) @ 2,500 rpm
Torque:	369 Lbf ft (500 Nm) @ 1,500 rpm
Gearbox:	Allison AT545 four-speed automatic
Steering:	ZF 8095 power assisted - 45 cm soft feel wheel
Brakes:	Front: drums Rear: drums Handbrake: spring release
Retarder:	Telma 5750 - four stages operated by foot brake
Suspension:	full air with 85 mm front kneel
Drive axle:	Eaton 08-18 single reduction hypoid axle - ratio 4.88:1
Tyres:	245/70R x 19.5

SPECIFICATION

DIMENSIONS

Length:	10.6 metres
Width:	2.4 metres
Height:	3 metres
Wheelbase:	5.805 metres
Unladen weight:	6,833 kg
GVW:	12,000 kg

PERFORMANCE

Acceleration:	0-30 mph - 10.5 secs
Fuel economy:	Brighton's average consumption - 9.95 mpg
Noise levels at 40 mph:	cab - 76 dB(A), saloon rear - 74 dB(A)

Powered ramp specially for low-floors



Deans' managing director Derrick Skidmore (right) at the presentation of Deans' BSI 9001 certificate with quality manager Les Allen and divisional director south east region BSI quality assurance (centre).

LONG-established manufacturer Deans Powered Doors of Beverley have launched a powered ramp — designed specifically with the low-floor bus market in mind (CBW, 14 June).

The Powerleaf Power Hinged Access Ramp has safety features which:

- Will not allow it to be used when the bus doors are closed
- Give a warning to the driver when being deployed
- And can detect obstacles before causing damage.

If the space is obstructed, the ramp halts its movement, but when space is made available, continues to unfold.

The very first of the new ramps has already been installed on a citybus for Midland Red West, running in Bridgnorth, Shrewsbury and Ludlow.

"The ramp is relatively inexpensive to buy and easy to install and maintain," says Malcolm Phillips, Deans' sales director.

"It drops into an area of 65 cm by 100 cm in the bus floor and is only six cm deep. Seven screws and bolts are all that's needed to fit it, and the controls connector simply plugs in."

Deans has the backing of parent company Manganese Bronze Holdings plc, and the assurance of ISO 9001 standard.

Contact the firm on 01482 328650, fax 01482 215934

Generation 2000 seating from Cogent Passenger Seating

Incorporating a Formflex frame and suspension system

Cogent Passenger Seating is now in full production of the new G2000 range. Weighing 12.5Kg+ belt the G2000 is available as a single or double seat (G2001, weighing 22.2Kg+ belt). Features include semi high back with optional head rests and arm rests.



Manufactured to a high safety standard, the seat has been tested in isolation on a rigid base and has met the strict strength & geometric criteria to European M2 loading standards.

Everything we make adds safety by design

Cogent Passenger Seating,
St Gerards House,
The Kingsway,
Swansea Industrial Estate,
Forest Fach,
Swansea,
SA5 4ES.



Cogent
Passenger Seating

Tel - 01792 585444
Fax - 01792 588191

RESTALL

MASTERFIT



Vehicle seating at its best!

- ★ Unique Restall designed tip-up seat.
- ★ Maximises flexibility of passenger accommodation.
- ★ Ideal for mounting in wheelchair parking area of low floor buses.
- ★ High back version also available.

RESTALL BROS LTD

Anne Road, Smethwick, Warley,

West Midlands B66 2NZ

Tel: 0121 558 4761 Fax: 0121 555 5524

Introducing The XCELITE Seat

The XCELITE has been designed and manufactured to the exacting safety standards demanded by todays travelling public.

OPTIONAL FITTINGS

- Armrests
- Standard Headrests
- Extended Headrests
- ABS Backs
- Corner Grabhandles
- Rear Grabhandles
- Moulded Headrests



Optional ABS Back
and Optional
Extended
Headrest



Tested on
Unwins M2
Lockable Fixture

Kustombilt Luxury Seating

The ALGARVE Seat

The ALGARVE incorporates technical features expected from a seat at the top of its class.

The backrest and cushions are specially shaped to provide extra knee room for your passengers comfort.



OPTIONAL FITTINGS

- Corner Grabhandles
- Rear Grabhandles
- Magazine Nets
- Armrests
- Ashtrays



BS EN ISO 9001:1994
APPROVED BY BVQI

Kustombilt Luxury Seating

RICHARDS + SHAW (Trim) LTD

Namex House, Powke Lane, Cradley Heath,
West Midlands B64 5PX

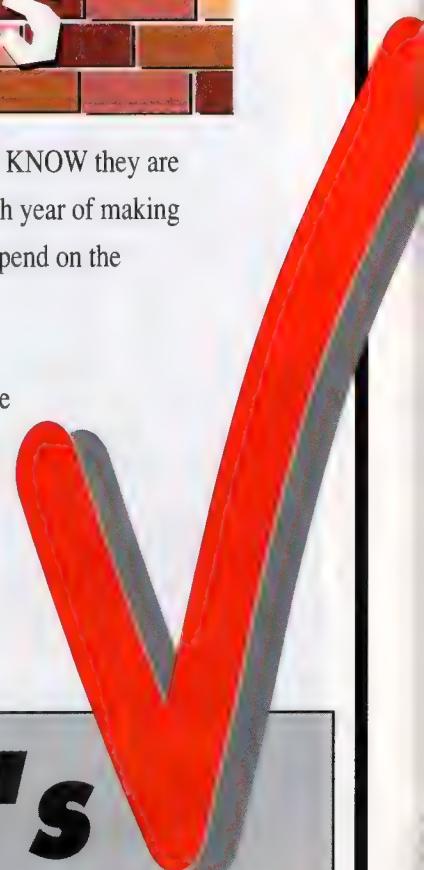
Telephone: (01384) 633800
Fax: (01384) 410791

9 in every 10 Low floor 12m buses built and operating in Britain are **WRIGHTS' BUSES**

As pioneers of Low Floor buses in the UK WRIGHTS and our 25 customers now using them KNOW they are passenger friendly and profitable - 10/15% extra revenue is the norm. And since this is our 4th year of making them they KNOW how well our buses perform in service and how much Low Floor buses depend on the structural integrity of the body for passenger safety and product durability.

Most PSV Operators KNOW how good our very strong bolted Aluminium system is, as we've used it continuously since the 1970's, but not all KNOW how splendidly it suites Low Floor buses. Of course it retains the facility to save operators £000's a year on fast accident repair and commonality of parts, as well they KNOW.

So don't gamble.
✓ Make use of our experience and KNOW HOW.



The Wrighting's on the wall



Platform solves problem

THE technical problems associated with fitting wheelchair lifts to coaches have been solved by Ricon with a hydraulic-powered platform which has 65 inches of travel, ground to coach floor.

Going into production at its Manchester factory, the lift is side mounted, stowing in the saloon floor of the coach after use. It has a massive range of safety features, including handrails, anti-roll

stops, double-locking bridge plate and a foolproof, single centre-mounted ram.

Operated from a pendant hand control, the automatic lift has a clutch-operated drive to prevent power pack overload, and a double in-line fuse to protect the wiring harness fully. The first off the line will be reaching the market in August.

 More details from Ricon on 0161 274 3711, fax 0161 274 3706

Ultra-lightweight seating

A JOINT development between seat designer Formflex and seat tracking specialist Unwin has resulted in an ultra-lightweight minibus seating system which is under test.

Using a special inner frame and suspension system, Formflex — a division of automotive group Leggett & Platt — has managed to get the all-up weight of the new design to 12.5 kg. It's the result of a £100,000 R and D programme at the company's Pullmaflex factory in Ammanford, South Wales, and will bring a full range of revolutionary seating to

the bus market by 1999.

"We at Formflex believe that a controlled programme of development into safer seats for minibuses and coaches is long overdue," said Formflex designer Peter Anderson.

"With our ongoing policy of advancing technology, the intention is to offer safe, light and economical frames and suspension systems which will impact the market and set new standards of passenger safety."

 Formflex Seat Frames can be reached on 01269 592301



High floors present problems for chair lifts

RICON



Passenger lifts for most types of vehicles

- ONE PIECE PLATFORM
- UNDERFLOOR STOWING
- FULLY AUTOMATIC
- SAFE AND EASY TO USE
- MADE TO BS 6109 PART IIA



RICON

*For people with places to go from the
world's largest passenger lift manufacturer*

RICON UK LTD. 153 BENNETT STREET, MANCHESTER M12 5BW. TEL: 0161-274 3711 FAX: 0161-274 3706

At the cutting edge

RATCLIFF has been at the cutting edge of wheelchair lifts for some 32 years, and isn't planning on letting off the pressure.

The company set up in Stoke Newington, but moved head office to Welwyn Garden City in 1970, and set up its Leeds branch a year later. And during that time, it has kept the pressure not only on its sales team but on its development office.

The result is one of the best-known names in tail lifts... a firm which has specialised in the welfare market but which has supplied numerous minibuses for Bristol's Phoenix NHS Trust.

The emphasis is on 'serviceable.' Ratcliff opened a dedicated parts centre in Leeds last April, and prides itself in prevent-

tative maintenance.

One of its latest coups has been the new, automatic RUL300A tail lift - an underfloor lift which has a simple two-button control pad which not only takes the lift up and down but which also stows the lift after use. After extensive testing, it has been installed in two minibuses for Bristol's Phoenix NHS Trust.

Phoenix runs 58 vehicles, 21 of which are equipped with tail lifts, and which says Ratcliff is its first choice. Ratcliff lifts have also been installed by London



Ratcliff is the name on tail-lifts throughout the UK

United Airbus service for the last decade.

 Ratcliff Tail Lifts is on 01707 325571, fax 01707 327752

Future looks bright

CRYSTALS Coaches of Dartford has managed to retain one mobility bus contract and win another from London Transport Buses.

The operator retains Bexley and Greenwich routes, and has wrested Bromley, Lewisham and Southwark from the grasp of Selkent for the new tender, which begins easily in 1997. It will be investing in new buses for the job.

Comprehensive range of products

TAKE a look around the average DPTAC-equipped bus, and chances are, you'll be looking at a Griptone product.

Its UK exclusive is a palm-press bell push, fitted to Plaxton buses among other vehicles.

Designed with the aid of London's Accessible Vehicle Unit, the unit uses high-contrast ABS plastic parts, including a sim-

ple, clip-in button to gain access to the contact plates and fixing screws.

But the Griptone range of products doesn't end there.

It includes Bus Stopping signs, marker lights, step lights and a booster socket.

 Contact Griptone, on 0161 727 9011, fax 0161 727 9021, for further details

GRIPZONE L I M I T E D

★ THE GRIPZONE 'PALM PRESS BELL PUSH' has a large surface area and comes in bright red and yellow, creating high visibility and ease of use for the elderly and disabled.

The design meets specifications outlined by the London Transport Unit for disabled passengers and OPTAC

★ THE GRIPZONE 'BUS STOPPING' sign is compact, easy to fit, simple to service with a flush fitting

★ THE GRIPZONE 'STEP LIGHT' contains a unique single contact and bulb assembly incorporating a built in reflector to direct light downwards onto the step area

★ THE GRIPZONE 'BATTERY BOOSTER PLUG & SOCKET' offers a fast, trouble free electrical link between standby booster cells and on board batteries. It's quick, efficient and safe.

For further details on any of the above
Ring 0161 727 9011
or FAX 0161 7279021

Griptone Ltd

188 MOORSIDE ROAD, SWINTON,
MANCHESTER M27 9LB



ABTA
V 4299



a member of
 RoSPA



Cert. No. 1332

DECKERS WANTED!

We are currently compiling a database of coach companies who operate Double Decker coaches, with the aim to provide a mutually beneficial service to Participants and ourselves. We require details including quantity, type, seating capacity and age.

All participants will receive a free copy of the report

Please send details to:
Transport Manager
NST Ltd
Chiltern House
Bristol Avenue
Blackpool
FY2 0FA

NST

Tel: 01253 352525
Fax 01253 356955

**MOVING
WITH
TIME**



East Lancashire Coachbuilders Introduces The SPRYTE SLF

- Alusuisse Construction
- Side impact protection
- Dennis Dart SLF chassis
- 2.4m or 2.475m wide

'Tailor made to your requirements'

Whitebirk industrial Estate, Lower Philips Road, Blackburn BB1 5UD
Contact: Philip Hilton or Tony Newbould
Tel: 01254 57061 Fax: 01254 682481

Problem + Solution =



Safety Devices **MINI-BUS** Safety System

PROBLEM

While vehicle manufacturers are introducing much improved safety and seat belt systems to new mini-buses, the question remains - what about the thousands of vehicles already on the road?

Belts attached direct to seats, and seats simply bolted to the floor are not enough.

SOLUTION - RETRO-FIT

The retro-fit Safety Devices Mini-Bus Safety System is the most positive move yet to reduce injury.

A steel cage fits closely inside the passenger cell and provides:

- Anchorage points for lap and diagonal seat belts for all passengers including centre seats.
- Additional passenger protection in roll-over accident situations.

ENGINEERING

Safety Devices are one of the world's leading manufacturers of safety equipment for motor sport. The System is designed and manufactured to the same high standards as the company's roll-over cages for race and rally cars.

The System has been tested at MIRA (Motor Industry Research Association) and passed the M2 standard for seat belt fitting points. This meets the 76-115-EEC (amended 90-629-EEC) standard and conforms to ECE14 recommendation for seat belt anchorages.

AVAILABILITY

In production now for 12-seat, high-roof versions of the Mk 3 (VE6) Ford Transit. 15 seat Transit and other makes of mini-bus will be available in the near future.



USER FRIENDLY

A specially developed high density padding for fitting on the cage, and a high performance leisure roof rack which mounts through the roof to the System are available.

FITTING

Installation is by five approved regional fitting centres at a cost of £1,950 (excl VAT) including all seat belts.

FOR FURTHER INFORMATION CONTACT:

**Andrew Spence,
Safety Devices, Regal Drive, Soham, Cambridge CB7 5BE.
Tel: 01353 624624. Fax: 01353 624824.**

**Safety
Devices**
TECHNOLOGY OF PROTECTION

Grey-Green converting

COWIE Grey-Green is to convert two of its routes to low-floor buses in Spring, as London Transport Buses steps up its accessibility programme.

Routes 20 Walthamstow-Debden and 167 Ilford-Debden are heavily used by young mothers and elderly with shopping trolleys, says LTB, hence the upgrade. Cowie Grey-Green held the previous contract, and has won the latest in tendering having offered LTB the low-floor option.

So far, the order for new buses hasn't been placed, but the likely choice is for 17 9.8-metre Dennis Dart SLFs with Alexander bodywork. The extra cost? Less

of an issue than you might think, says Cowie's London commercial director Mark Yexley. "Low-floor is now a proven way of attracting more passengers," said Mr Yexley. "For that simple, commercial reason we have taken the step of offering LTB the option of low-floor in tendering rounds, and they are taking it."

"County Bus is converting routes 395, 370 and 373 to low-floor on the same basis. Now that the price premium has dropped, it's nothing like as significant as in the early days of low-floor, and furthermore, there's a better range to choose from."



Grey-Green: 'London ready for low-floor'

Q Straint restraint system 'still the best'

Q STRAINT's original wheelchair restraint system is still the best, says the firm, despite increasing demand for tracking-based belts and harnesses.

The simple but effective original relies on 'floor pockets' into which the foolproof harness plugs to prevent disabled passengers being injured even in frontal impacts. Its advantage is that it can be installed simply

and quickly by the operator around existing track, is unobtrusive, keeps the vehicle's seating arrangement flexible, and uses the passenger's own wheelchair.

A full kit for a single wheelchair restraint is around £240 complete, including a free training video and training material so everyone from fitters to drivers knows the principles. It's part of Q Straint's commit-

ment to total service...including full back-up for its systems throughout the life of the fitting.

As with all seating fixtures which incorporate belts, it needs to be braced heavily on wooden floors but, after fitment, can be mastered in a couple of minutes by any driver.

 Details from Q Straint on 01227 773035, fax 01227 770035 **CBW**



Passenger Access Systems

Deans Powerleaf ramp, designed to be fitted in low chassis city buses, gives unrivalled access to public transport for passengers in wheelchairs.

The driver-operated ramp, cunningly hidden in a cassette within the bus floor, simply unhinges when the bus doors open to form a robust slope to the kerb or road level.

And it's not only people in wheelchairs who will benefit from the Powerleaf ramp; adults with pushchairs, and elderly people who have difficulty getting onto a bus, will all find travelling a much more pleasant experience.

 **DEANS**
POWERED DOORS

Grovehill, Beverley, East Yorkshire, HU17 0JL
Telephone: (01482) 868111 Fax: (01482) 881890

EUROMOTIVE (KENT) LIMITED



ACCESSIBLE & MINIBUS CONVERTERS

We specialise in all types of
Minibus conversions

Tel: 01303 267900 Fax: 01303 269700
Unit B1, Lympne Industrial Park, Otterpool Lane,
Hythe, Kent CT21 4LR

HUGHES DAF

Van Hool the fav

Truemans stay manufacturer and high-floor

TRUEMANS Travel of Camberley replaced a third of its six-vehicle fleet when it took two new coaches from Hughes DAF.

Out goes a 1989 Van Hool SH exec on Scania underframe and another Van Hool on Volvo B10M

SCANIA

Irizar Centurys Applebys' choice

DELIVERY of a pair of two-axle Scania Centurys to Applebys was preceded by two tri-axle coaches from the same source.

All four were delivered this season as Applebys, the Lincolnshire-based operator whose fleet approaches some 90 vehicles, continues to place repeat orders for the Irizar/Scania combination.

The two-axle Centurys are based on Scania

K113CRB underframe with seven-speed Comfort Shift gearbox, Telma retarder and aluminium wheels.

Irizar's bodywork is fitted with 49 reclining seats plus courier. All seats have seatbelts.

In addition the specification includes: air conditioning; toilet; video/monitor; fridge; drinks machine; aircraft-type locker doors; footrests; radio/PA/cassette; and CD player.

MOSELEY

First foreign vehicles for Whippet

WHIPPET of Fenstanton turned to Moseley for its first foreign-bodied coaches.

The Cambridgeshire-based company, which runs a mix of coach and bus operations from its Fenstanton garage on the A14 near Cambridge, has bought two Van Hool-bodied Volvo B10Ms. It says the two coaches have not stopped working since arriving from the Moseley dealership.

They replace a pair of DAF-chassied coaches and are painted in



a revised version of the two-tone blue and cream Go Whippet livery.

Currently busy on tour work,

BOVA

Futuras go in expansion

BARNESLEY-based Globe Coaches has expanded its coach fleet with the addition of two Bova Futura Express coaches, one of which has been retrofitted with a toilet, video and drinks machine for longer distance tours.

The company, which operated local buses in the area until their sale to Yorkshire Traction last Autumn, has slimmed down

OPTARE

First single deckers of '96

HULL-based East Yorkshire Motor Services will have the first of its 1996 single-deck orders with the delivery of eight Mercedes-Benz 0405 Optare Prismas for city services.

Operating out of Hedon Road depot, the vehicles will be allocated to the Greatfield route, when delivery is complete. Currently two Prismas are operating the Scarborough park-and-ride service until Plaxton-bodied Dennis SLF Darts come in late August, with two more due to enter service on 1

August with P registrations.

In addition to Prismas and Pointers, East Yorkshire is expecting the first Optare Excels to enter service in Yorkshire, and these should arrive in early Autumn.

EYMS chairman Peter Shipp said that, after the Hull bus wars, the company had some catching up to do on its fleet replacement programme. "This year we have concentrated on single deckers, because you can buy more vehicles."





Hool still ourite

**with Belgian
also chooses EOS
executive**

by Mike Morgan

is destined to leave Truemans at the end of the season.

In comes an EOS 90 to replace the Scania, and this Van Hool-bodied DAF SB3000 53-seater

takes over the duties of the Volvo.

Tours manager Mike Pearson said the company wanted to stay with Van Hool products because it had good experience of the Belgian manufacturer. However, when it came to a choice of high-floor exec

with toilet and ample luggage space, its choice was limited to the EOS.

Preference would have been given to another Acron after very successfully running one of the rare Cummins-engined 1990 examples, but that model is no longer avail-

able in the UK.

Nevertheless, Mr Pearson confirmed customer reaction had been very favourable. The Truemans EOS has 46 seats, rear toilet and servery. Both new coaches have air-conditioning.



'Global' on drive

its fleet to around 20 vehicles of which 10 are front-line coaches less than 10 years old.

The Bovas, which are the first new coaches purchased by Globe for six years, feature the lower height bodywork, and are powered by 8.27-litre Cummins C series engines and an automatic ZF5HP 500 gearbox. Both vehicles have reclining seats with 49 and 53 seats respectively.



DENNIS

Felix stays with Plaxton

LONG-standing Derbyshire independent coach and bus operator Felix of Ilkeston has maintained its vehicle replacement programme with the purchase of Dennis vehicles.

Felix runs its own holiday tours programme and has again turned to the Plaxton Premiere 320/Dennis Javelin combination for its latest coach.

Although finished in dealer white, instead of the traditional Felix red/maroon colours, the

Javelin, nevertheless, carries the famous cat logo adopted by the family-run business after a pre-war cartoon film about a cat named Felix.

The Javelin is similar in specification to a coach bought last year and it joins a fleet which contains the company's only Dennis service bus. This Optare-bodied Dennis Lance is a former demonstrator which is used on service 12 from Ilkeston to Derby.

CBW

HUGHES DAF HIRE FLEET

HIGH QUALITY LOW MILEAGE COACHES FROM OUR HIRE FLEET

1995 M EOS 90 49R, toilet, air conditioning
 1995 M DAF SB3000 WS Van Hool Alizee 'H', 51R/Toilet
1995 M DAF SB3000 WS Auto Van Hool Alizee 'H', 51R/Toilet
 1995 M DAF SB3000 WS Auto Van Hool Alizee 'H', 55R
 1994 L EOS 90 49R, toilet
1994 L DAF WS3000 Van Hool Alizee 'H', 51R/Toilet
 1994 L DAF KS3000 Easishift Van Hool Alizee 'H', 51R/Toilet
1994 L DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1994 L DAF HS2700 Auto Van Hool Alizee 'H', 51R/Toilet
1994 L MB230LT Auto Van Hool Alizee 'H', 51R/Toilet
1993 K DAF KS3000 Auto Van Hool Alizee 'DH', 51R/Toilet
1993 K DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1993 K DAF SM230LT Van Hool Alizee 'H', 51R/Toilet
1992 J DAF SB2305 Duple 340, 57R
1992 J DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1992 J DAF MB230LB Van Hool Alizee 'H', 51R/Toilet
1992 J DAF MB230 LT Van Hool Alizee 'H', 51R/Toilet
1991 H DAF SB2305 Van Hool Alizee 'DH', 51R/Toilet
1990 G MB230LB Van Hool Alizee 'SH', 53R/Toilet
1990 G MB230LB Van Hool Alizee 'H', 49R/Toilet
1989 F DAF SB2305 Van Hool Alizee 'DH', 53R

BUSES FROM OUR HIRE FLEET

1996 N DAF SB220 Auto, Northern Counties Paladin, 49 str bus
1995 M DAF SB220 Auto, Northern Counties Paladin, 49 str bus
1995 M DAF DB250 Auto, Northern Counties Palatine II, 77 str double deck bus
1995 M DENNIS DART Auto, 10M, Plaxton Pointer, 40 str bus
1992 J DAF SB220 Auto, Ikarus Citibus, 48 str bus

HIGH QUALITY USED COACHES

1995 M MERCEDES 709, Autobus Classique, 25 str, bus seats
1993 K MAN, Jonckheere Deauville, 51R/Toilet
1993 K DAF SB2700 HS, Caetano Algarve, 53R
1990 G VOLVO B10M, Plaxton 3500, 49R/Toilet
1990 G DAF DH7D Duple 320, 57R
1989 G SCANIA K113 Van Hool Alizee 'SH', 49R/Toilet
1989 F DAF MB230 Van Hool Alizee 'SH', 53R/Toilet
1989 PP BOVA FUTURA FHD, 49R/Toilet
1989 SB3000 Plaxton 3500, 51/Toilet
1988 VOLVO B10M, Plaxton 3500, 49R/Toilet
1988 PP BOVA FUTURA FHD, 49R/Toilet
1988 E DAF SB3000 Van Hool Alizee 'DH', 51R/Toilet
1988 E SB3000 Van Hool Alizee SH 49R/Toilet
1987 E SB2300 Plaxton 3200, 55R, air conditioned
1987 E DAF SB2300 Plaxton 3500, 53R, air conditioned

you can always say

YES!

even during peak periods

– safe in the knowledge that Hughes Daf Hire are just a 'phone call away' with a fleet of low mileage, immaculately presented, quality coaches.

- **It's flexible –**
- **It's efficient –**
- **It's under your control –**
- **It's profitable –**

HIRE BY THE DAY, WEEK, MONTH OR YEAR

HIRE COACHES TO SUIT YOUR OWN REQUIREMENTS
– ONLY WHEN YOU NEED THEM

USING YOUR OWN DRIVERS AND PROVIDING THE
QUALITY OF SERVICE YOUR CUSTOMERS HAVE COME
TO EXPECT

A FLEET OF QUALITY, LOW MILEAGE COACHES
AVAILABLE TO 'WORK-FOR-YOU' ONLY WHEN
YOU'RE SURE OF A HIGHER RETURN



Hughes DAF HIRE

FOR FULL DETAILS TELEPHONE

01274 681144



PARTS &
SERVICE

PARTS &
SERVICE



PLAXTON

PARTS &
SERVICE

DAFBUS

PARTS &
SERVICE



PARTS &
SERVICE



PARTS &
SERVICE

Buses are our business

Classified

Tel: 01733 467147

Fax: 01733 467154

BEDFORD

BEDFORD, D reg, YMPS, 35 recliners, aircraft lockers, tables, very clean and tidy, long MoT, £24,950 + VAT. Tel: 0121 558 0087. (63925/BE)

BEDFORD 1986 YNT Plaxton Paramount 3200. 53 seater, tinted windows, excellent condition. £19,000 plus VAT. Tel: 01623 650241 or 743845 (Notts).

64231/BE

1974 **DOMINANT I**. 53 seats, express doors, Mk IV Dominant front, tested May 97. £2,000 ono. 1978 **DOMINANT II**. 53 seats, express doors, top sliding window, new gearbox, good engine, tested February 97. £3,200 ono. Tel: 01386 792426 or 01386 792349. (64232/BE)

BOVA

1988 BOVA FUTURA DAF

49 recliners + toilet, courier seat, tea/coffee machine, blue interior, MoT April '97, vgc.

Tel: 01485 532349

(64030/BO)

1982 **BOVA EUROPA**, new MoT, reconditioned engine + diff, £16,000 + VAT. Tel: 01268 520205. (63890/BOV)

DAF

1988 DAF SB 3000 VAN HOO ALIZEE DH

51 reclining seats, toilet, washroom, TV/video, hot drinks, foot rest, curtains, centre continental door

£62,500

Contact:
Mr N. MacPherson

Tel: 01530 270226

64040/DAF

CAN YOU READ THIS....SELLING YOUR UNWANTED VEHICLE?? Then remember that CBW is the only magazine that is fully requested and PAID FOR (interesting to note that the UK Coach and Bus Industry chooses to pay for CBW despite there being free competitors!). For how CBW can help you, call Neil on 01733 467147.

CAETANO

Reg. No	First Registered	M.O.T.	Seats	Asking Price
Caetano H314 HRY Mk1	15.10.1990	14.10.1996	21	£19,000.00
Caetano H391 CFT Mk1	15.01.1991	17.01.1997	21	£22,000.00

Tel: 01638 780066

64249/CAE



Coach and Bus Week are extending our opening hours.

Now you can call us up to

7 pm on Monday

and from

7.30 am on Tuesday

or

Fax 01733 467154 24hrs



Giving YOU more

DODGE

1988 **DODGE 50 SERIES**. 29 seater, service spec, good condition throughout, tested until Jan 97. £3,750 ono. Tel: (Scotland) 01436 810200 (64229/DO)

FORD

1982 **FORD R1114** Plaxton Supreme VI. Double glazed windows, power door, MoT April '97, taxed, excellent condition. £7,500 + VAT. Tel: 01934 833177 (64045/FO)

1983 **FORD R1115 PLAXTON 3200**. 53 seater, TV, video, PA, curtains, moquette trim to roof and racks. Now available to view. £10,500 + VAT ono. Tel: 01653 695322. (64161/FO)

FORD TAXIBUS. 8 + wheelchair, also Tourneo, 8 seater + 14, 15 & 165 available now. Tel: Blythswood Motors on 0141 221 3165 or 0141 639 6107 evenings.

64246/FO



FORD R114

53 seater, 1977, taxed May 1997, very good condition.

£3,000 + VAT ono

Tel: 0141 951 4144 (63940/FO)

IVECO

IVECO 49.10

23 seat Daily bus, Carlyle body, auto gearbox, December 1988, MoT January 1997, good condition

£7,500 plus tyres + VAT

Contact Derek Large/
David Whitbread

CENTREWEST LONDON BUSES LTD
Tel: 0171 706 0877

(63990/VE)

JONKHEERE

1984 **JONKHEERE P50/SCANIA 112.49** exec, air con, telma, toilet, fridge, video, tv, Webasto, centre continental door, ministry, Feb 97. Fully maintained, first class condition throughout. £37,500. Tel: 01722 743476 (64121/JO)

Selling a coach or bus?
It's so easy



Simply quote your credit card number or Switch number
Tel: 01733 467147

CBW CLASSIFIED - VEHICLE SALES CALL NEIL ON 01733 467147



SCANIA K112 JONCKHEERE, 1988, 73 seats, double door, 6 TV video, toilet, boiler, Webasto, 13 months MoT, engine and gearbox recently overhauled, new Telma 8 months old.

£75,000 + VAT
(part ex welcome)

FINE EXAMPLE OF JONCKHEERE
Tel: 01388 604419

(63823/JON)

LEYLAND

W Reg LEYLAND NATIONAL 2, selection of one or two door bus and coach seated.....from £12,000

W Reg LEYLAND LEOPARD, fitted Duple Dominant 47-seater service bus body, semi-auto, power steering, very clean£8,500

P-T Reg LEYLAND NATIONAL I, 10.3m and 11.3m, all in excellent condition £2,000-£3,000 + TYRES + VAT

All prices plus VAT

ENSIGN BUS AND COACH SALES LTD

Albright Industrial Estate,
Ferry Lane, Rainham,
Essex RM13 9BU

Tel: 01708 631122
Fax: 01708 631086

64098/LE

1986 DUPLE 340 LEYLAND TIGER 260

Full executive, 50 reclining seats, recon engine recently fitted in good condition

£29,900 ono + VAT

Venture Travel Cardiff

Tel: 01222 471614

64234/LE

1977 LEYLAND LEOPARD, 53 seater Duple Dominant II, new engine 2 years, retrim 1 year, 12 months test, repainted and painted yellow/blue £5,000 + VAT

1977 ALEXANDER Y TYPE, Leyland Leopard, 53 seater service bus, tested 1997, exceptionally clean motor £5,000 + VAT

1973 LEYLAND NATIONAL, Service Buses, tested June 1997, choice of 2, £2,200 + VAT each

Open to Offers

01461 201484

(64104/LE)

LEYLAND

LIQUIDATION SALE

LEYLAND LEOPARD SUPREME

1976, 49 seat, express doors, semi Auto £2,500 + VAT ono

Contact Henry Butcher & Co
0121 236 5736

64251/LE

1986 LEYLAND TIGER 260

Fitted Duple 340 body, 53 seats, Express doors, destination box, semi auto, ticket May '97, cherished number plate.

£16,000 + VAT

Tel: Ensign Bus & Coach Sales Ltd
01708 631122

64099/LE

MERCEDES

MERCEDES: IMMEDIATE DELIVERY

New Merc 814L, 6 cylinder engine, coachbuilt, 37 seat luxury coach, power door, manual or auto box, air suspension, £79,000. Most models from Urban Ranger; 47 + 23 standees, 811; 33 + 12 standees + Auto & Telma, 709; 29 + 8 standees + wheelchair vehicle and luxury coach spec. All in stock for instant delivery. P/X welcome. Tel: Blythswood Motors on 0141 221 3165 or 0141 639 6107 evenings.

64247/ME

MERCEDES 608. D-reg. 23 seats, bus spec, long MoT, in daily use, Choice of 7£4,500 each

MERCEDES 709 D-reg. 23 seats, dual purpose, long MoT, in daily use£10,000

MERCEDES 609. E-reg. 19 seats, dual purpose, recent retrim, long MoT£15,500

MERCEDES 609 F-reg. 19 seats, dual purpose, recent retrim, long MoT£15,500

MERCEDES 709 K-reg. 27 bus seats, dormobile, tacho fitted, choice of 4, all with MoT£15,000

MERCEDES 811 H-reg. Plaxton bus, 33 seats, long MoT,£20,000

All prices subject to VAT
All vehicles available August

Contact Ray on

0161 339 8575

64214/ME

LEYLAND

Northern bus

Choice of Two X plate Willowbrook bodied Leyland Leopard Coaches
Ideal for contract work.

One with three months test and subject to major body overhaul 2 years ago.
One with no test but in reasonable condition with no boot. Both S/A and 49 seats £3,995 and £2,495 each

Tel: 01909 550480 (08.30-17.00 hrs)

64236/LE

MERCEDES

1989 (G) 811D

Bus spec, full diptac, automatic
Offers

0151 726 8894

64250/ME

MERCEDES 507, Reeve Burgess, 16 seater, 1988, MoT Aug 96, £8,250 ono and **MERCEDES 609**, Reeve Burgess, 21 seater, 1987, MoT March 97, £11,500 ono. Tel. 0121 471 2000. (64156/ME)

MINIS & MIDIS

MERCEDES 207D, 1986 A reg, 12 seats, very good condition, taxed until end October, MoT Jan '97. £1,750 + VAT. Tel: 01902 636616. (64044/MM)

1987 2.5 DI Transit, 16 seater, lap and diagonal retractable seatbelts, one year's MoT. £2,995 ono. Tel: 01506 437773. (64064/MB)

LOW MILEAGE MERCEDES EXCELLENT CONDITION LONG MOT'S

1991 H 609D, 21 seats

1993 L 7711D, 19 seats + courier

1994 L 711D, 24 seats

1993 K 814D, 29 seats + courier, tables, coffee machine, forced air, reading lights

All quality vehicles

All with Radio + PA

For further information

Tel Dalesman - Leeds

01943 870228

63944/MM

FOR SALE

J REG LEYLAND DAF hi-top 400, full spec diesel, front loading...£8,750

G REG MERCEDES 308D, 12 seat hi-top diesel, full spec£6,000

G REG LEYLAND DAF 400, hi-top white, diesel, vgc£6,995

WAITING FOR CONVERSION

LEYLAND DAF hi-top diesel, turbo, K reg, from£9,995

FORD TRANSIT, long and short wheelbase, G to M reg

CONVERSION TO CUSTOMER SUPPLIED VANS

LEYLAND DAF, conversion for 13 seat.....£2,599

FORD TRANSIT, long wheelbase, 14 seat.....£2,400

FORD TRANSIT, short wheelbase, 12 seat£1,950

TEL: A-LINE 01600 772556

64235/MB



WESTERN COMMERCIAL

NEW STOCK

814 MERCEDES PLAXTON, full luxury, 33 seats

709 ALEXANDERS, 29 seats, stage carriage, diptac

711 MERCEDES, 25 seats, coachbuilt, power foot, deep boot

711 MERCEDES, 24 seats, van conversion, luxury coach spec, power door

609 MERCEDES VAN CONVERSION, 24 seats, power door, luxury

412 MERCEDES, 16 seater, luxury, seatbelts

USED

1993 (L) MERCEDES 814 Plaxton Beaver Coach Spec

1990 (H) TOYOTA OPTIMA, 21 seats, luxury, tv, etc, choice

1990 (H) MERCEDES 609, 26 seat coach spec

1989 (F) MERCEDES reg 15 seat 407D Coach Spec

1987 (E) MERCEDES 609, 26 seater

64126/MB

BRIDGE STREET, NEWBRIDGE, NR EDINBURGH
CONTACT JOHN LEITCH on 0131 333 2001
or EVENINGS 01357 521888

Houston Ramm

OUR QUALITY USED SMALL BUSES AND COACHES ARE FULLY PREPARED FOR SERVICE:

OUR PRICES INCLUDE:

- ★ A full mechanical inspection and pre-MOT report, with a special assessment of engine, gearbox and back axle condition.
- ★ The rectification of any mechanical defects found
- ★ All necessary body repairs and panel replacements
- ★ A new PCV MOT
- ★ A thorough internal and external clean

For any of our stock vehicles, we can arrange:

- ★ Painting to the highest standards in our own paintshop at modest cost.
- ★ Delivery to your premises
- ★ Any special work which you may require including re-seating, radio/cassettes, luggage pens, luggage racks, DIPTAC equipment

WE ARE UNIQUE:

- ★ In our specialist market of older buses and coaches under 29 seats, we are the UK's largest dealer
- ★ When you order a vehicle from us, you receive a clear written order confirmation with full details of all the work to be carried out and an agreed delivery date
- ★ Virtually all our vehicle refurbishment is carried out in-house using our own staff—we subcontract only a few specialist jobs
- ★ We welcome trade-ins and, subject to customer status, can arrange finance on any of the stock vehicles advertised below.
- ★ We are happy to arrange viewing during the evenings and at weekends by prior arrangement
- ★ We have full underbody inspection and test-drive facilities.

Above all we will offer you free and impartial advice regarding the most suitable type of vehicle for your type of work.

WE HAVE THE RESOURCES:

15,000 square feet of workshops, including mechanical, body and paint areas.
17 skilled workshop staff, many with years of experience in minibuses and coaches.
Stock of up to 60 minibuses at any one time, many of which come direct from the UK's largest operators.

STOCK CURRENTLY AVAILABLE

1990 G Iveco 49.10 New Generation Phoenix 23/25 seat buses, manual, PAS	£9995
1990 G Iveco 49.10 Reeve Burgess Beaver 23 seat coach, retrimmed, manual, PAS .	£9995
1990 G Iveco 49.10 Reeve Burgess Beaver 23/25 seat bus, manual, PAS	£7995
1990 G Iveco 49.10 Phoenix 23/25 seat buses, manual, PAS	£7995
1989 G Iveco 49.10 Robin Hood 23/25 seater buses, manual, PAS	£7495
1989 F Iveco 49.10 Robin Hood 23/25 seater buses, manual, PAS	£6995
1988 F Iveco 49.10 Robin Hood 23/25 seater buses, manual	£6495
1988 E Iveco 49.10 Robin Hood 23/25 seater buses, manual	£5995
1988 E Freight Rover Sherpa Carlyle II 20 seater buses, manual	£3495
1988 E Sherpa Carlyle II 16-seat coaches, new seats, 3 point belts, luggage area	£5995
1987 E Iveco 49.10 Robin Hood 23/25 seater buses, manual	£5494
1987 E Iveco 49.10 Robin Hood 19/21 seater buses, manual	£4495
1987 D Dodge S56 East Lancs 27/29 seat bus, automatic, resprayed white	£5995
1987 D Dodge S56 Reeve Burgess 25 seat bus, automatic	£4495
1987 D Iveco 49.10 Robin Hood 21 seater buses, automatic	£3995
1986 D Iveco 49.10 Robin Hood 19/21 seat buses, manual	£4195
1986/7 C/D Freight Rover 20 seat buses, Dormobile/Carlyle, limited choice from ...	£2695
1986 C Ford Transit 16 seat buses, Dormobile/Robin Hood/Rootes, choice from just	£2695



We are conveniently located 3 minutes from junction 20 of the M62 North of Manchester. Faxed directions and information sheets on any stock vehicle available on request.

**FOR COMPREHENSIVE ADVICE AND SALES
INFORMATION TELEPHONE OUR SALES HOTLINE ON
ROCHDALE (01706) 750570 ANYTIME.**

COACH CONVERS

For supreme quality conversions and m



MERCEDES PROTECT and AX-S.

Our latest range of wheelchair accessible and safety buses now includes the Mercedes Benz 711D. All have full safe passenger cells and certified seating.

SHUTTLE RANGE.

From 8 to 14 passengers with options for genuine wheelchair access, our range of smaller luxury transporters are economical and truly exotic.



TAXI and TAXI BUS.

Jubilee invented the 8 seater Taxi Bus concept and now offer an amazing array of 7 and 8 seater private hire and full twin door Hackney accessible Taxis.



CRASH TESTED SEATS & BELTS.

Jubilee were the first independent company to carry out testing on seat and seat belt anchorage with Lloyd's of London Accreditation. We are the experts.



QUALITY and LUXURY.

All Jubilee vehicles are finished to the very highest standards in the UK today. We have never built mundane vehicles and our quality is unsurpassed.



SERVICE and STAGE CARRIAGE.

Our range of modern service buses and Dial a Ride buses encompass many new DpTAC features offering modern, easy to operate units at affordable prices.



AMBULANCE RANGE.

Patient transfer High dependency and Dual Role. Options include lowering suspension, hidden ramps and chairlifts.



RENAULT MASTER.

Whether it's an executive 15 seater with luggage or a simple contract bus, we absolutely guarantee that no one builds it better than Jubilee.



8 SEATERS - TAXI & TAXI BUSES

This new and exciting low floor 7 seater executive taxi unit is here now. The only one in the UK. From £13,995 or £65 per week.

K-L RENAULT TRAFIC D. 8 seaters. Choice of 4 super low mileage units. Various specs and trims from only £7,995 or £43 per week.

K FORD 2.5 D Automatic. Twin side doors. 8 seater with occasional table. Finished in blue.

£9,995 or £54 per week.

L LDV 2000. Deluxe taxi bus with M2 seats, front luggage pen and wheelchair tracking. Super luxury trim and interior, from only £9,995 or £54 per week.

L FORD 2.5 GL. Full luxury spec, rear tailgate, in unmarked silver coachwork, unbeatable value. £8,995 or £49 per week.

L PEUGEOT BOXER D. 8-11 passenger luxury shuttle. Lux M2 seats. Hi specification. Wheelchair tracking. £12,995 or £69 per week.

M FIAT NEW DUCATO. Super luxury 8 seater executive.

£12,995 or £69 per week.

M FORD 2.5D. Luxury taxi bus. 8 M2 hi backed seats/belts. Front luggage pen. Wheelchair tracking.

£13,995 or £74 per week.

M VW CARAVELLE 2.4D. This truly exceptional example comes with PAS and a host of extras, full VAG history, must be viewed.

£12,995 or £69 per week.

M FORD 2.5 TURBO D. Twin side door. Latest model super luxury 8 seater with wheelchair access. Fully loaded.

£15,995 or £87 per week.

M DUCATO SWB. Diesel, super luxury, 8 seater taxibus, front luggage pen, M2 tested, high back seats and belts, wheelchair.

£12,995 or £69 per week.

M LDV 200 D Series. Choice of 3. Luxury 8 seaters offering style, performance and economy. Unbeatable from only £9,995 or £54 per week.

N FORD 2.5 D. Executive spec. Luxury 8 seater Taxi bus. Very low mileage, latest specification. One only at just £14,995 or £70 per week.

N FIAT DUCATO D. New lux M2 conversion to very high spec. Beautiful looking vehicle. Wheelchair tracking etc. £14,995 or £70 per week.

STOP PRESS - JUST ARRIVED

New FORD EURO CAB. 8 seater.

New FIAT SCUDO 1.9D. 7 seater taxis - unbelievable.

New NISSAN 2.3 D. Cargo. Hackney style twin side door, 7 seater Taxis. Choice of Private Hire or Full Hackney specs from just £13,995 or £65 per week.

New LDV 200 D Series. 8 seater Taxi buses. Choice of specs with wheelchair access and luggage pens etc. UNBELIEVABLE VALUE from £11,995 or £56 per week.

New RENAULT TRAFIC 2.0 D. 8 seater. Low floor taxi buses. Choice of colours and specification from just £12,995 or £61 per week.

New FORD TAXI and EURO CAB. 8 seater luxury Hackney Cabs with more options than you would ever believe. Come and see for yourselves. £POA.

8-12 SEATERS - SHUTTLES & BUSES

New RENAULT HI TOP D. Super luxury 8-10 passenger Shuttle Master with lux M2 seating. Luggage, wheelchair access, etc. £17,495 or £82 per week.

N FIAT DUCATO TDI HI TOP. 12 seater in red, lux trim, very low mileage, viewing essential.

£14,995 or £70 per week.

K VAUXHALL MIDI. LWB Hi top Diesel. Low mileage, 8-12 passengers. Finished in blue. Excellent value for money. £8,995 or £51 per week.

K CITROEN 2.0D. Luxury 8-11 passenger Shuttle. Super lux trim and seating. New conversions. Wheelchair option. £9,995 or £54 per week.

K RENAULT Diesel. 12 seaters, choice of 2 super condition vehicles. Clean and tidy throughout from only £7,995 or £43 per week.

L VW TRANSPORTER. 12 seater, only 15,000 miles, finished in brilliant white, rare opportunity at only £10,999 or £59 per week.

L PEUGEOT BOXER D. 8-11 passenger luxury shuttle. New high specification conv with M2 lux seating etc. £12,995 or £69 per week.

L LDV HIGH ROOF 2.8D. LUX. 12 seater with M2 seats on tracking. Front entry. Lux spec. £11,995 or £56 per week.

G RENAULT TRAFIC. 12 seater. Excellent condition throughout. Must be seen to appreciate.

£5,995 or £35 per week.

14-16 SEATERS BUSES & COACHES

N FIAT DUCATO 2.5D MAXI. Just 7,000 miles, M2 seats/belts, an opportunity not to be missed.

£15,995 or £75 per week.

J LDV 400 TURBO D. LWB, 16 passenger luxury mini-coach. Side door. Excellent condition. Super value at only £7,995 or £47 per week.

J LDV 400 D. LWB, 16 passenger mini-bus with cloth trim. Beautiful condition, low recorded mileage.

£7,995 or £47 per week.

K LDV 400 D. B LWB. 16 passenger mini-bus. Deluxe cloth trim. Optional roof rack and rear ladder. Bargain at only £9,995 or £54 per week.

L FORD 190D. Extra hi-roof. Super luxury 14 passenger mini-coach with lux M2 seats and diag belts, etc. New conv.

£16,995 or £93 per week.

L LDV 400D. Luxury 16 passenger executive mini-coach with M2 lux seats/belts. High line windows. Drop step, etc.

£16,995 or £93 per week.

L RENAULT MASTER CRUISE

MASTER EXECUTIVE. Super Luxury 14 seater with boot & U.F. luggage.

£16,995 or £93 per week.

M LDV 400D. Executive 16 passenger mini-coach. Fully loaded. M2 lux seats and belts and much, much more, choice of 3, from £17,995

M LDV 400D. H. ROOF. Luxury mini-coach. Choice of 4 - from only £17,995 or £98 per week.

SALES HOTLINE 0121 505

Visit our showroom & sales site - 127 - 139

For instant Telephone quotes

JUBILEE IONS & BUS CENTRE LTD

Good condition, low mileage used vehicles

Over 90 vehicles in stock

New LDV PRO-TECT. 2.5D HI TOP.

Luxury safety bus. Lux hi-back M2 seats and belts. Full safety cage.

£24,995 or £117 per week.

New RENAULT MASTER. Cruisemaster Executive or Conveyor. Including our innovative 15 seater with full luggage from **£18,995 or £89 per week.**

New LDV Luxury Cruisemaster and Conveyor 16 seaters. Choice of specification and options from just **£18,995 or £89 per week**

New IVECO FORD 49-10 TD. Executive Pullman. It's in stock right now! The most elegant 16 seater with full luggage. **£POA.**

17-24 SEATERS COACHES + BUSES

E IVECO FORD 49.10. 20 seater service bus, power door, good condition. Only **£4,995.**

L IVECO 49.10TD. 19 seater, power door, super condition.

£18,995 or £105 per week.

92 TALBOT TRIAXLE. Voll body. New 18 seater luxury conversion. Less than 2,000 miles recorded. Hidden lift. Belts. **£23,995 or £132 per week.**

M REG LDV 400. Factory bus finished in gleaming white and only 17,000 miles from new, superb value at **£13,995 or £76 per week.**

New IVECO FORD 49-10TD. 19 seaters with coachpower door. Choice of midi-bus, service bus or luxury coach. From **£28,995 or £139 per week.**

New RENAULT B110 MESSENGER TD. 18 seater front entry lux midi buses or lux coach with rear boot. Excellent value from **£28,995 or £139 per week.**

New MERCEDES BENZ. Super luxury executive mini and midi-coaches. 18 to 24 passenger with large boot. From only **£37,995 or £187 per week.**

New MERCEDES SERVICE BUSES or Dial a Ride Units. Low step and DpTAC features. Choice of power doors, etc, from **£33,995 or £165 per week.**

FINANCE AND LEASING



As Licensed Credit Brokers. Jubilee can offer an extensive range of finance and leasing plans tailored to the individual requirements of our customers.

Our finance lease plans offer the advantage of low low outlays or even NO DEPOSIT, with your part exchange covering the full amount. Add to this 100% TAX RELIEF and you can see why many of our long term customers come back for more and more.

PLEASE ASK FOR AN INSTANT COMPUTER GENERATED QUOTATION.

Plus - WE ARE SO EASY TO FIND

Just 2 miles from Junction 9 of the M6 and 2 miles from Junction 1 of the M5

SO WHY NOT COME ALONG AND SEE US... YOU'LL BE GLAD YOU MADE THE EFFORT!

WHEELCHAIR ACCESS VEHICLES

G FORD 190. LWB. Semi-hi-top with fully automatic Ricon chairlift and tracking for up to 3 wheelchairs. Only **£7,995 or £47 per week.**

H FORD 190. LWB hi-roof. Lux trim. Seat belts. Fully automatic wheelchair lift. Tracked seats etc. **£9,995 or £59 per week.**

H FIAT DUCATO MAXI. LWB hi-top. Lux trim, Ricon fully automatic chair lift. Tracked and fold back seats. **£9,995 or £59 per week.**

L FORD 190D. LWB extra hi-roof. Luxury 14 passenger wheelchair access bus. Underfloor chair lift, seat belts. **£19,995 or £110 per week.**

G TRANSIT D. Dormobile body with chairlift, all seats on track, up to 6 wheelchairs. **£10,495 or £56 per week.**

PLEASE NOTE. Most of our 8 seaters and shuttle units have wheelchair facilities. Please telephone for further information.

New RENAULT MESSENGER TD. 15 passenger M3 certified, with flat floor and underfloor lift. Up to 8 wheelchairs. From **£33,995 or £168 per week.**

New RENAULT MASTERS. With our superb hidden chair lift system which offers true dual role usage, luxury and access from **£23,995 or £113 per week.**

New IVECO FORD AX-S TD. Up to 18 passengers or up to 10 large wheelchairs can be accommodated in comfort and style. From **£32,995 or £155 per week.**

New LDV 400 AX-S. Jubilee now offers over 100 variations on the LDV AX-S including level floor with M2 seats. From **£23,995 or £113 per week.**

New MERCEDES AX-S. Our range of wheelchair accessible Mercedes offers the highest possible specifications in the UK today. **£POA.**

LUXURY PEOPLE CARRIERS

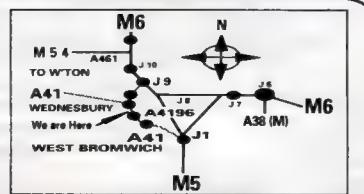
Buy, finance or lease

M NISSAN SERENA 2.0 D SLX. 5 door, 7,000 miles. Metallic blue/green. Mint condition and fully loaded. Choice of 2 from **£10,995.**

M VOLKSWAGEN CARAVELLE GL. Diesel, mint condition. **£12,995.**

K RENAULT ESPACE 2.0 RXE. Top of the range 7 seater in metallic charcoal. All refinements and luxury options. **£11,995.**

J RENAULT ESPACE 2.0 RXE. Very low mileage. Finished in unmarked red coach work with luxury RXE trim. **£11,995.**



MINIS & MIDIS

**G & M
COACHWORK**

Newton Abbot, Devon
PSV & WHEELCHAIR
ACCESSIBLE VEHICLES
TEL: 01803 812260 (Days)
01803 812291 (Eves)

RENAULT MASTER T35 wheelchair accessible minibus, diesel, 1990, 12 seats, 3 wheelchair spaces, lowering suspension and ramp £7,250 + VAT
TALBOT TRIAXLE, 1988, 'E', 20 seat service bus, diesel, power door, resprayed white, new test £5,500 + VAT
FREIGHT ROVER, 1988 'F', 20 seat service bus, Carlyle MkII body, power door, Eberspacher heater, resprayed white, new test £4,000 + VAT
64108/MM

1987 FREIGHT ROVER. 17 seats, coach spec, good condition, well maintained, T&T Nov 96 £4200 Tel: 01437 710337
64210/MM

1992 LEYLAND DAF 400. 16 seat minibuses, low roof, PAS, one owner, excellent condition. Choice of two. £7950 + VAT onto. Tel: 01437 710337
64215/MM

MERCEDES 709D DORMOBILE
Coachbuilt service bus, full Dip-Tac, 27 seats, 10 standees and luggage pen. Prepared ready for new ticket.
£23,500 + VAT onto
1988 MERCEDES 609 BEAVER
25 HB seats, power door
£13,950
Phone Martin on 01494 715381/
04685 48239 (High Wycombe)
63946/MM

C A R R I A G E W A Y S
Order your new
Auto Bus Classique,
16/33 seater NOW!

It has everything except competition.
1990 MERCEDES 608D, 21 seater P.O.A.
1990 H REG TOYOTA, 6 cylinder Optimo, 18 reclining seats plus courier, lap belts, power door, large boot, test Oct 1996 £19,500
1990 RENAULT TRAFIC, diesel, 12 seater, test October 1996 £4,500
1989 G REG TRANSIT, petrol, low mileage, new conversion, 16 seat lap & diagonal belts, luggage racks, test Sept 1996 £9,500
1987 FREIGHT ROVER, high roof, high back seats, very good condition, tested P.O.A.
1984 TRANSIT, petrol, 16 seater, Dormobile, high back moquette seats, test September 1996, repainted white £1,950
NON PSV
1992 DAF 200, petrol, 12 seater, 30,000 miles only £5,250
Tel: (01234) 740057 (Bedford)
or (0831) 372763
FRANK CHANDLER 24 HRS
CHRIS CHANDLER
0378 446865 (Mobile)
Vehicles Bought Part Exchange
and HP (64123/MM)



**'H' REGISTERED
CAETANO MAN 10-180**

35 seats & courier, rear continental door, radio/cassette, PA, interior grey/red/orange, exterior two tone pink/white, MoT July 1997, exceptional condition throughout

£60,000
Tel: 01753 692279
64042/MM

NEOPLAN

SKYLINERS

1988 Merc V10, auto, 75 seats, full retrim, recent engine
£65,000

1986, re-engined with a Volvo, auto, 74 seats, full retrim
£52,500

Both in good condition

Contact Tony Turner - Bristol
0117 9559086 (64002/NE)

OPTARE

**OPTARE****OPTARE CITY PACERS**

1987 D & E Registration VW LT55 chassis, manual gearbox, 21/25 bus seats, 7 standees, power door, MoT, choice of 4, ready to go to work.
For more information telephone Bob Manton or Chris Gee on 0113 264 5182 64048/OPT

PLAXTON

1974 PLAXTON**ELITE YRT**

Good condition. First to see will buy, MoT April 97, good runner

£2500

Tel: 0850 066102
64221/PLA

TWO x 1993-94 (K-L)**MERC 709D'S**

Plaxton Beaver Bus Spec
Marshall Bus Spec. DIPTAC, 27 seats

SCOTT BURGESS
01625 522224
64239/PLA

SETRA

1982 SETRA 215 HD, 49 seat Highliner, video, coffee, fridge, bunk, toilet, continental door, MoT June '97, very good condition, £29,950 + VAT. Tel. 0181 578 8990. (63892/SET)

SETRA 215 HD. 1984, 49 reclining seats, new clutch just fitted. £36,500 + VAT.

SETRA 215 HR. 1990, used on private work, very good condition. £28,000 + VAT. Tel: 01461 337854. 64050/SET

SETRA 215HD

1989, 49 reclining seats, Voith retarder, toilet, video/TV, fridge, water boiler, curtains and carpets, excellent condition, all usual Setra refinements.

£75,000 + VAT
for quick sale

Tel. 01375 845533 (day) or
01708 734624 (eves)

ERRINGTONS FOR TOYOTA OPTIMO

New Toyota Optimo III GL, 21 seats with fitted seat belts, grey interior, finished all white, immediate delivery from stock.
1992 K Toyota Optimo II GL, 21 seater + courier, radio, grey interior, finished all white, MoT Nov 1996, one owner
1987 E Mercedes 609D Reeve Burgess, 19 seater coach, large rear boot, parcel racks, wheel trim, resprayed brilliant white, radio, MoT July 1997.
1976 Bedford 330, 6 cylinder, diesel, 5 speed gearbox, Faro II, 20 seater, fitted power door and radio, recently retrimmed grey moquette, MoT March '97, very useful vehicle.

Evington, Leicester LE5 6DQ. Tel: (0116) 273 0421 Fax: (0116) 273 9372
TOYOTA PARTS AND SERVICE
Contact Bryn Taylor (0116) 259 2131
64249/MM

WADDONS

TRANSIT DORMOBILE, diesel, 1989, new factory conversion, 16 seat luxury Minicoach £9,750
FREIGHT ROVER, low roof, Coif, immaculate 16 seater diesel £3,850
TRANSIT, 15 seat Minicoach, 1989, LWB, vgc £4,250
MERCEDES 308D, 14 seat Minicoach, 1985, diesel, excellent condition, new MoT £4,500
Talbot, 14 seat Minicoach, 1988, petrol £2,650
LEYLAND DAF, 16 seat minicoach, 1991, diesel, vgc, new conversion £7,450

Selection of 16 seater Minicoaches

AEC MATADOR RECOVERY VEHICLE, complete with over £3,000 of recovery equipment inc Swan neck, A-frame etc, cab needs attention £1,250

★ YOUR VEHICLE WANTED FOR CASH**★ FINANCE AVAILABLE (subject to status)****★ LEASE/HIRE PURCHASE**

Tel: 01222 860230 Fax: 01222 860231
64233/MS

TO ADVERTISE IN
Classified Products and Services
call Michelle on 01733 467146
64222/MM

SCANIA

NEW SCANIA K113 CRB IRIZAR CENTURY, 49 reclining seats, toilet, air conditioning, fridge.
NEW SCANIA K113 TRB IRIZAR CENTURY 3.7, (3 axle), 51 reclining seats, toilet, air conditioning, fridge.
All Available for Immediate Delivery

USED SCANIA

1993 K SCANIA K93 PLAXTON PARAMOUNT 3200, 53 recliners + courier, radio/PA/cassette.
1988 F SCANIA K92 VAN HOOL ALIZEE 55 recliners + courier, radio/PA/cassette
VOLVO
1990 H VOLVO B10M JONCKHEERE DEAUVILLE, 51 reclining seats, toilet, drinks machine, TV, video, air conditioning, radio/PA/cassette.
1983 VOLVO B10 DUPLEX CARIBBEAN 48 recliners, toilet, radio/PA/cassette,
1988 E VOLVO B9M VAN HOOL ALIZEE 35 recliners + courier, toilet, radio/PA/cassette
NEOPLAN
1992 J NEOPLAN N208 JETLINER 24 reclining seats, tables, toilet, coffee machine, TV, video, radio/PA/cassette.

Reliable Vehicles Limited
SCANIA SCOTTISH DISTRIBUTORS
TELEPHONE: 0131 333 2362 FAX: 0131 335 3158

1989 SCANIA 113 BERKHOFF 2000HL, 49 seater, toilet, fridge, hot water, 2 monitors, bunk, touring mileage only, HP available, £87,500. Contact Ian Maule, 01507 358781. (64059/SC)

VOLVO

JULY 1979 VOLVO B58. Van Hool automatic, PP, 53 Plaxton seats + 1 courier seat, curtains. Rebuilt body, MOT May 97. £8,250 + VAT onto. Tel: 01902 636616 (64043/VO)

VOLVO B10M PLAXTONS

1989 - 3200 - 57 seater Mk II & Mk III
Choice of five
£59,950
1988 - 3200 - 53 recliners
£55,950
1988 - 3500 - 53 recliners
£59,950
All in good condition, many owned from new
Contact Tony Turner - Bristol
0117 9559086 (64001/VO)

1995 VOLVO B10M MKIV

Caetano Algarve II, 49/53 seats with demountable toilet, TV/video, drinks machine, radio/PA, as new condition, one owner from new
£120,000 + VAT secures sale, (part exchange possible)

Tel **01388 604419**

(63945/VO)

Available August 1990 VOLVO B10M

(Intercooled) Plaxton Paramount 3500 49/53 reclining seats, rear toilet and servatory. Double glazed, Telma retarder, rear Continental door, large luggage lockers, wired for TV/Video. Possible respray in operator's livery
£79,950 for quick sale

Call

F. W. STANTON & SON
01539 720156

(64225/VO)

VEHICLES SALES MISCELLANEOUS

1984 (PP) LEYLAND DOYEN, long MoT, used daily, choice of two, £15,000 and £14,000

'D' REG FREIGHT ROVER, all white, 11 months' MoT £2,300

1978 (PP) FORD PLAXTON, wheelchair lift plus 49 seats, long MoT, engine u/s £2,500

1979 FORD DUPLEX, MoT.. £3,000
All PRICES EXCLUDING VAT

PHONE BOB DUNN
0115 978 4088

(64242/VSM)

Man Algarve**10-180**

Oct '90, 35 recliners, video, coffee bar, fridge, new engine (manufacturers warranty)

Bova Futura

1984, 49 recliners, toilet, video, coffee bar

Sensible offers welcome, both with current MoT's

Tel 01376 320501
Essex

(64241/VSM)

THE A W GROUP

Jet House, Station Road, Ratby, Leicester LE6 0JN

Tel: (0116) 238 7741 Fax: (0116) 238 7128



Would you like to see the magnificent IVECO 350 bhp EURO RIDER with BEULAS luxury coachwork for delivery this year?

A SELECTION FROM STOCK

1990 BOVA FUTURA FHD 12.290, 49 reclining seats, courier seat, centre toilet, continental door.

1989 MERCEDES CHARISMA, 49 reclining seats, toilet, centre continental door, two video monitors. MoT 02/03/97.

1989 "G" TOYOTA OPTIMA, 21 seater, table, white and red exterior, excellent condition all round.

1989 DAF SB3000 Van-Hool Alizee H, 49 reclining seats, courier seat, centre sunken toilet, offside continental door, wired for video and monitor. Can be painted in your colours. Long MoT.

1988 VOLVO B10M Mk III, Van Hool Alizee, 49 reclining seats, courier seat, video and monitor, Webasto heating, centre sunken toilet, continental door. Excellent condition. New MoT.

1987 LEYLAND ROYAL TIGER, Van-Hool Alizee, 6 speed ZF gearbox, 51 reclining seats, courier seat, video and two monitors, rear saloon toilet.

1983 DAF DKFL 600, Plaxton 3200, 51 reclining seats, courier seat, offside rear continental door, white exterior, brown interior trim, very clean, ready to work, MOT 24.11.96

1983 VOLVO B10M Van Hool Alizee, 49 reclining seats, courier seat, centre sunken toilet, continental door, wiring for video.

1979 DAF DKL, 11 metre Plaxton Supreme IV, 53 Plaxton seats, power door.

IVECO BUS

(64052/VSM)

VEHICLES SALES MISCELLANEOUS

N.D.Y. Coach Sales

Quarrington Hill, Durham. Tel: 0191 377 1802

After Hours: 0191 285 2239 (01207) 234858

Fax: 0191 377 1432

ALL READY TO WORK

1988 E DAF SB PARAMOUNT III 3200, 55 seats trimmed in brown/orange chevron, headrest covers, new centre gangway, fully repanelled and painted two pack white. Tested May '97

1988 MERCEDES 310, 12 high back coach seats in blue/grey with 3 fix belts, underfloor luggage, tinted windows, fully soft trim, painted two pack white. Tested Jan '97

1986 SHERPA CARLYLE, 18 grey/red service seats, power door, luggage pen, white/red exterior. Tested March '97

1985 IVECO 49/10, Robin Hood, 21 red servie seats, power door, soft trim, white exterior. Tested May '97

1983 TIGER 245 DUPLE GOLDLINER, 53 seats in brown/red, fully soft trim, double glazed, toilet, drinks, courier, fully repanelled, painted two pack white. Tested Feb '97

1981 B58 ALFA ZF, power door, 57 seats in fawn, fully overhauled body frame and panels, painted to your choice. Tested Sept '97

1980 B58 SUPREME ZF, power door, 53 retrim in blue, full new floor, re-framed, repanelled, painted to your choice. New Test

1979 BEDFORD YMT Supreme, 53 seats, P.O.D., tested Sept. '96, red interior, white and blue exterior

1978 R1014 SUPREME, 45 recent retrm seats. Tested July '97

1978 YMT SUPREME, 53 fawn seats. Tested Oct '97

1971 DAMLER FLEETLINE, Gardner engine, 85 seats. Tested July/September '96

COACHES WANTED FOR CASH

64237/VSM

N.D.Y. for Quality service, coach repairs and painting, floor to roof refurbishing
Glass stockists

1994 VOLVO B10M VAN HOOL ALIZEE-HE 12M

49/53 recliners, grey/red moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, wired TV/video, power entrance door, finished white/rose/gold.

M.O.T. FEBRUARY 1997

1993 BOVA FUTURA FHD 12.290 INTEGRAL 12M

51/55 seats, grey/red moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, water boiler, wired TV/video, power entrance door, finished all white.

M.O.T. FEBRUARY 1997

1993 VOLVO B10M PLAXTON PREMIERE 350 12M

53 recliners, red/black stripe moquette, rear continental door, double glazed tinted side windows, courier seat, power entrance door, finished white/orange.

M.O.T. SEPTEMBER 1996

1993 DENNIS JAVELIN CAETANO ALGARVE II 12M

53 recliners, brown/beige moquette, double glazed tinted side windows, curtains, courier seat, power entrance door, finished duo blue.

M.O.T. JANUARY 1997



MOSELEY (PCV) LTD

ASKERN ROAD,

CARCROFT,

DONCASTER

DN6 8DE

Tel: 01302 330600

Fax: 01302 330606

**1991 (August) BOVA FUTURA FHD 12.290 INTEGRAL 12M**

51/53 seats, beige/orange moquette, centre sunken demountable toilet, continental door, double glazed tinted side windows, curtains, courier seat, driver's sleeping berth, water boiler, wired TV/video, power entrance door, finished all white.

M.O.T. MARCH 1997

1990 VOLVO B10MT (Tandem) VAN HOOL ALIZEE-SH 12M

49 recliners, brown/orange moquette, rear sunken toilet, continental door, double glazed tinted side windows with blinds, courier seat, water boiler, fridge, driver's sleeping berth, wired TV/video, power entrance door, finished white/primrose/orange.

M.O.T. MARCH 1997

1989 VOLVO B10M VAN HOOL ALIZEE-H 12M

52 recliners, brown/orange moquette, courier seat, tinted side windows, power entrance door, finished all white.

M.O.T. FEBRUARY 1997

1989 SCANIA K93 DUPLE 320 12M

55 seats, grey/orange moquette, tinted side windows, power entrance door, finished all white.

M.O.T. NOVEMBER 1996

1989 LEYLAND TIGER 260 DUPLE 320 12M

53 recliners, brown/orange moquette, double glazed tinted side windows with pull-down blinds, power entrance door, TELMA retarder, chassis autolube, finished all white.

M.O.T. MARCH 1997

1989 LEYLAND TIGER (Cummins 250) DUPLE 320 12M

57 seats, red moquette, tinted side windows, TELMA retarder, power entrance door, finished cream/red/orange.

M.O.T. DECEMBER 1996

1988 LEYLAND TIGER 260 PLAXTON PARAMOUNT 3500 12M

49 recliners, red/grey moquette, sunken toilet O/S rear, continental door, double glazed side windows, curtains, courier seat, water boiler, power entrance door, finished cream/grey.

M.O.T. JANUARY 1997

1988 NEOPLAN SKYLINER (MERC. V10) double-deck

75 recliners, (57 upper saloon + 18 lower saloon) red/orange moquette, courier seat, water boiler, fridge, 2 tables, o/s rear toilet, wired TV/video, power entrance doors, finished metallic silver/grey.

M.O.T. DECEMBER 1996

1986 DAF DKVL PLAXTON PARAMOUNT 3500 12M

53 recliners, grey/blue moquette, courier seat, continental door, tinted side windows, TELMA retarder, power entrance door, finished all white. CHOICE OF 2

M.O.T. JANUARY 1997

**Call us for details
of our full range
of used coaches**

**YOU'D BE A MUG NOT TO
TAKE UP THIS OFFER!**



**Every company that books
a series of 3 classified
boxed adverts in the month
of August will be eligible
to receive a free Coach and
Bus Week mug.**

**This Limited Edition,
high quality mug is
available only through this
offer so be sure you don't
miss out!**

Call Now on 01733 467144

BLYTHSWOOD MOTORS LTD

1175 ARGYLE STREET, GLASGOW
All Mercedes 2 years warranty or 200,000 kilometers

NEW MERCEDES 814L, coach spec, 37 seats, air suspension, p/door, large boot, STOCK. £80,000

NEW MERCEDES 814 diesel, extended coach built luxury coach spec, power swivel door, large boot, forced air, 33 coach seats, coach spec, STOCK. £56,000

NEW MERCEDES 711 Turbo, coachbuilt, 25 lux or 29, power door, large boot, coach spec, STOCK. £47,000

NEW MERCEDES 711 Turbo, 24 lux, boot, power swivel door, conversion, coach spec, STOCK. £43,000

NEW MERCEDES 609D, 24 seats, full spec, boot, power door, lug rack, radio cassette, coach spec, STOCK. £40,000

NEW MERCEDES 811, diesel, extended coachbuilt, 33 service or semi coach seats, standees, Dip Tac, wide door, auto, Allison or manual, also Telma, STOCK. £50,000

NEW MERCEDES 708 coachbuilt, 29+8 standees, power door, dip tac, choice of bodies, STOCK. £43,500

NEW MERCEDES 709, wheelchair/PSV, 27 + tail lift, dip tac, p/door, or chair seats, EARLY.

MERCEDES SPRINTER 412, lux, 16 turbo, STOCK.

MERCEDES SPRINTER 412, 16+ wheelchair, STOCK.

MERCEDES SPRINTER 312, lux, 15, hi-roof, turbo.

NEW TRANSIT 16, high roof, LWB, 7 DAYS.

NEW TRANSIT 14, 16, high roof, psv, STOCK.

NEW TRANSIT, diesel, 8 seat Taxibus wheelchair & Tourneo, 9 seat, STOCK.

NEW TRANSIT TOURNEO, 9 seat, diesel, STOCK. NEW DAF 400, 16 PSV, high spec, turbo, STOCK. NEW DAF 16, high roof, PSV, power steering, turbo. NEW MODEL DAF, 16 lux, turbo convoy.

WHEELCHAIR/PSV IN STOCK
NEW TRANSIT 15/8 w/chairs and t/lift.

NEW MERC 412 SPRINTER 16/5 w/chairs and t/lift. STOCK.
NEW MERC 709, w/chair/PSV, 24+1/tail, dip tac, p/door, 2 WEEKS.

NEW MERC 609, 24 or 6 w/chairs.

ALL OPEN TO REASONABLE OFFERS
94 TRANSIT 16, high roof, psv.

91 TRANSIT, 16 high roof, coach spec.

90 OMNI 12/16 PSV + s/chairs, air suspension, power door, low mileage.

90 TRANSIT LWB, petrol, 12 seat.

90 TRANSIT LWB, 12 seat diesel, PSV

90 TRANSIT, diesel 15 PSV, side door.

90 H TRANSIT, 16 diesel PSV, side door

89 DAF ALGARVE, exec, 11.6, toilet, TV.

89 DAF BERKHOFF, 75 seats, exec, d/deck, toilet, monitors, good trim, ready to work, tested.

89 MERCEDES 208, 12 seat diesel.

88 DAF BERKHOFF, 75 seat exec, toilet, TV, good trim to be sold with new test.

88 LEYLAND SWIFT, 32 coach + wheelchair lift

88 TRANSIT, 14 diesel, PSV.

88 MERCEDES 609, coach spec, 21 seats.

88 MERC 23, coach spec

88 TRANSIT, 12, diesel, psv, swb.

88 TRANSIT, diesel, 11 psv, swb.

88 F MERCEDES 709, 21 seat, coach spec.

88 FREIGHT ROVER, 16, diesel, PSV coach spec.

88 TRANSIT 12, petrol tested.

88 TRANSIT 14, diesel, PSV tested.

87 TRANSIT DIESEL, 16, service bus, new shape, tested. Possible dual purpose.

87 IVECO SERVICE BUS, 5 speed, 19 + standees.

87 MERC 609, 19 coach seats, power door.

87 MERCEDES 609, 23 seat, coach spec.

87 LEYLAND 18 service bus, Cartyle.

88 BEDFORD, 31 seat + wheelchairs, tail lift.

88 VOLVO B9, 32 + standees, PSV side seats. Plaxton.

86 IVECO, service, 19 + standees

88 BEDFORD DUPLÉ 320, 57 seats, air susp

85 DODGE WHEELCHAIR, 31+6 w/chairs, lift

85 SETRA, luxury d/deck, 74 seats, toilet, TV, excellent condition, tested.

85 C SETRA EXEC, new test, 49 or 53, toilet.

85 DAF ALGARVE MB200, 53 seats.

84 MAN VAN HOOL ASTRON, 61, toilet, TV

84 MAN VAN HOOL, 60 seat exec.

84 VOLVO B10 Berkoff, exec, 49, toilet

84 VOLVO B10 BERKHOFF, exec, 49, toilet, TV

83 VOLVO B10 Berkoff, new engine and exec.

82 DENNIS PERKINS, auto, Alexander service bus, 50 + standees.

80 BEDFORD PLAXTON, 30/35, 85m

79 LEOPARD SA, repainted, retrimmed throughout.

79 FORD, 35 seat, Duple II, Turbo 6 speed.

78 LEOPARD SA, repainted, retrimmed throughout.

79 LEYLAND LEOPARD EXPRESS, 53 seats.

77 AEC ZF, repainted, retrimmed throughout.

77 AEC SA, repainted, retrimmed, throughout.

77 LEOPARD SA, repainted and re-engined

WANTED FOR CASH

- MINIBUSES & MIDIBUSES - ALL MAKES & SIZES.
IMMEDIATE HIGH SETTLEMENT

Tel. 0141 221 3165 or 0141 639 6107 Eves.

Fax: 0141 221 3172

OPEN 6 DAYS INCLUDING SATURDAY 64218/VSG

Due to end of contract the following vehicles are for sale:

1985 PP Leyland Tiger	57 seater	PSV Feb 97, Duple Laser body, Volvo engine, retrimmed seats, destination gear, heated screen	£23,500
1989 Freight Rover	12 seater	PSV Mar 97, Henderson lift	£7,000
1987 Freight Rover	20 seater	PSV April 97	£3,000
1988 Freight Rover	8 seater	MoT July 97	£2,500
1986 Iveco	18 seater	PSV July 97, Henderson lift	£4,000
1983 VW LT 31	8 seater	MoT April 97, Ratcliffe lift	£1,200
1986 Leyland Cub	21 seater	No test (runner), Ratcliffe lift, WS body	Offers

Prices quoted subject to VAT

All vehicles are diesel engined, fitted with seat belts and are in daily use.

M. Track Travel Ltd. Telephone 01322 281232

1985 BEDFORD MAXETA, 34 seater, Turbo 500, Allison Automatic, test 5/97 ..£6,750 + VAT

1978 LEYLAND NATIONAL MkI, Volvo/Leyland, reconditioned engine, test 2/97.....£4,950 + VAT

1977 LEYLAND LEOPARD PLAXTON, 50 seater, Volvo/Leyland, reconditioned engine, test to 2/97£5,200 + VAT

Tel.

0141 941 2843

(63889/VSM)

Due To Fleet Replacement

The following Coaches Are For Sale

1993 VOLVO B10M PLAXTON PREMIER.	
49/53r, demountable toilet, continental door	
1989 VOLVO B10M VAN HOOL.	
49r, toilet/53r, water boiler	
1985 VOLVO B10M CAETANO ALGARVE.	
49r seater, toilet, water boiler	
1984 FORD QUEST DAF.	
Rear engine, 53r seater	

Tel: 01698 860231

64127

W. NORTH (PV) LTD

Tel: 01977 682415

Fax: 01977 681119

DAIMLER FLEETLINE

Low bridge, 75 seats, 1980, choice of 2

LEYLAND LEOPARD

Alexander bodied, 53 seats, 1977-1978

All spares to fit Bristol VRT, LH, Leyland Leopard - National

64220/VSM

HYNDURN TRANSPORT

OFFER FOR SALE:

4x MCW METRORIDERS, 23/25 seats. 1987 (E reg), 2 with recent MoT's.....£6,000 each + VAT (including tyres)

2x LEYLAND ATLANTEANS, Willowbrook double deckers, 78 seats, W reg£3,500 each + VAT (plus tyres)

Ask for Ken Hoyle on

01254 390816

(63888/VSM)

MERCEDES DUBRAVA

51/57 seats, WC, MoT 3/97
£25,500

1988 MERCEDES 609D

24 seats, Europa conversion, deep boot
£11,950

1978 LEYLAND LEOPARD SUPREME IV

Express doors, MoT'd
£6,500

Tel: 01285 810000

64047/VSM

1983 Bedford YNT Paramount

53 seats, new MoT
£13,500 + VAT

1981 DAF SB2005 Plaxton Supreme V

Paramount front, 53 seats, MoT until March '97

Bargain Price £8,750 + VAT

1986 20 seater Freight Rover

service bus, 2.5 turbo diesel engine, MoT May '97
£3,750 + VAT

Open to offers on all the above

All in good condition and FTA inspected

Call 01536 202660

(63881/VSM)

Coaches For Sale

1986 BEDFORD YNV. 57 seater

Duple 320 £17,000 + VAT

1988 MERCEDES 814. 29 seater +

courier, full size coach seat

£17,000 + VAT

MERCEDES TAZ DUBRAVAS. 53

seaters, 1 x 1989, 2 x 1990

£20,000 each + VAT

Tel: 0141 952 0064

64226/VSM

VEHICLE SALES

1990 MERCEDES 811 PHOENIX EAGLE, 31 seater service bus + 8 standees, good condition, tested May 1997. £24,750.

1989 P.P. VOLVO B10M PLAXTON PARAMOUNT 3500 4 STAR, 49 seater full spec executive, recent recon engine, tested July 1997.

£65,000.

1987 P.P. DAF MB 2300

JONCKHEERE P50, 51 seater, full spec executive, tested May 1997, good condition. £45,200.

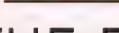
FOR FURTHER DETAILS

TELEPHONE (01652) 652481

(NORTH LINCOLNSHIRE)

(63896/VSM)

THE EASY WAY TO PAY



We accept all major credit cards and Switch as payment for advertising.

We would encourage this form of payment for the following reasons.

- Saves paperwork and time for you

- Peace of mind that the space had been paid for

- Saves telephone calls from our accounts department

Book Today – The Easy Way



**REGAL****COACH SALES LTD**

Old Mill Park, Kirkintilloch, Glasgow G66 1SP

AUTHORISED DISTRIBUTOR FOR**MARSHALLS SPV LTD AND PRODUCTS**

NEW MARSHALLS IVECO 59/12, 27 seats, 8 standees, luggage pen, power door, white exterior, 6 weeks
NEW MARSHALLS DENNIS DART, 43 seats, standees, 5 weeks
NEW MARSHALLS MIDI, 26/30 seats, DipTac, Euro 2 spec, 6 weeks
1994 L Mk IV VOLVO B10M, Jonckheere, 51 seats, centre toilet, wired for TV/video, 150,000 km, white exterior

1993 L MERCEDES 709D ALEXANDER, 25 seats, standees, DipTac spec, power door, long MoT

1990 MERCEDES 709D Dormobile, 29 seats, 8 standees, DipTac spec, power door, long MoT. Choice of 4.

1990 G MERCEDES TAZ-DUBRAVA, Mercedes 0303 engine, 53 recliners, power door, radio/PA, MoT April '97

1989 G SANOS-CHARISMA, Mercedes 0303 engine, 49/53 seats, toilet, power door, MoT November '96

1989 F MERCEDES, 24 coach seats, power door, luggage capacity, long MoTs. Choice of 2

1989 PEUGEOT TALBOT TRI-AXLE, 21 coach seats, power door, destination gear, all white exterior, new MoT, choice of 2.

1988 E MERCEDES 814, 29 seats, courier seat, large luggage capacity, power door, MoT December '96.

1986 BEDFORD YNV, 500 Turbo, Duple 320, 57 seats, radio/PA, power door, MoT September '96

1985 B LEYLAND TIGER 245, Duple Lazer II, semi-automatic, 53 seats, power door, long MoT

1982 Y BOVA EUROPA, DAF engine, 53 recliners, courier seat, power door, MoT June '97

1982 Y FORD 360 Turbo Duple Dominant, 8.5 metre, 35 seats, power door, MoT December '96.

1978 PP VOLVO B58 Jonckheere, 53 seats, power door, MoT October '96

Day telephone: 0141 776 3268 Evenings: 0141 775 1884

64120/VSG

VEHICLES SALES MISCELLANEOUS**NORTH EASTERN BUS SALES (County Durham)****FOR SALE****LEYLAND TIGER**

1989 PLAXTON PARAMOUNT 3500, 49 reclining seats, toilet, fridge etc, video + 3 monitors, manual gearbox, repainted white, long test.

1982 DUPLE DOMINANT IV, single glazing, tinted glass, 57 retrimmed seats, power door, recon semi-auto gearbox, long test.

1983 DUPLE DOMINANT IV, single glazing, tinted glass, 55 retrimmed seats, express doors, semi-auto gearbox, full test.

LEYLAND LEOPARD

1980 DUPLE DOMINANT 1 Phase II Express, 11m, 53 seats, test October.

LEYLAND NATIONAL

MK II's, 680 engines, "B" Series spec, 2 x short and 2 x long, various tests - ring for details.

LEYLAND ATLANTEAN

1977 ALEXANDER BODIES, 82 seats, tests due - choice.

BRISTOL

L.H.S 1975 PLAXTON SUPREME Express, 33 seats, nice interior, test April.

BEDFORD

1979 PLAXTON SUPREME IV YMT, 53 seats, power door.

1977 CAETANO

53 seats, test September 96.

DAIMLER FLEETLINES

1977 ALEXANDER BODIES, 74 seats, choice.

MINIBUSES

1987 MCW METRORIDER, 23 seats + luggage pen, Cummins engine, Allison auto gearbox, repainted white, retrimmed, long test.

1986 FREIGHT ROVERS, 16 seats (bus or coach), power doors choice.

1986 DODGE 50 SERIES, Reeve Burgess body, 25 bus seats, Perkins engine and auto gearbox, testing now.

RING 01207 280353 (W) or 01207 570719 (H)

(64255/VSM)

VINTAGE VEHICLES**VEHICLES WANTED**

1966 BEDFORD VAM V. Excellent condition, taxed, MoT April '97. £3,500 Tel: 01934 833177

64046/VV

3 and 2 style service bus seating wanted. Minimum 8 rows Tel: 01757 268229

64038/WA

Sell Your Vehicles!

Name _____
 Company Name _____
 Address _____

Tel _____ Postcode _____
 Please tick _____

Option 1 Option 2 No of weeks
 Please use the boxes below for you advertisements

OPTION 1

FULL COLOUR PICTURE BOX ONLY
 £57 + VAT per insertion

OPTION 2

Up to 25 words = £12.50 (eqv 50p per word) extra words 50p each

DAF

DAF MB200, 12m Plaxton, v clean and tidy, 53 recliners tinted windows, excellent condition

EXAMPLE

1985
LEYLAND CUB COACH
 32 SEATS, PSV SPEC
 EXCELLENT CONDITION
 TEL:

EXAMPLE

Box No. £8.00 per week extra	VISA <input type="checkbox"/>	ACCESS <input type="checkbox"/>	EXPIRY DATE <input type="checkbox"/>
Make cheques payable to EMAP Automotive, or debit			
Card No. <input type="text"/>			

Send to Neil Mason Coach and Bus Week, EMAP Automotive, Wentworth House, Wentworth Street, Peterborough PE1 1DS

OR TELEPHONE 01757 268229

Increase your revenue the cost effective way

★ CBW IS THE MARKET LEADER IN THE COACH AND BUS INDUSTRY.
★ Every week over 18,000 people read CBW.
★ Advertising in CBW's Classified Section means reaching the right people quickly.

If you have anything you need to sell then call us now

Tel. 01733 467147

or

Fax. 01733 467154

01733 467146 Products and Services

ACCESSORIES

M&H COACHWORKS Ltd

PSV SPECIALIST REPAIRS AND CONVERSIONS

FIRE EXTINGUISHERS, new 1 litre foam to BS5423 c/w gauge + bracket.....	£28.50
FIRST AID KITS, PSV spec within vinyl case	£16.50
DRIVERS FANS, 24 volt, oscillating	£16.50
NO SMOKING stickers, double sided	£0.87 each
EMERGENCY EXIT stickers, white on black	£0.77 each
FIRST AID stickers, white on green	£0.77 each
FIRE EXTINGUISHER stickers, red on white	£0.87 each
WINDOW HAMMERS, small	£2.50
C.P. BUDGET LOCK COVERS, 3 hole fixing	£1.65 each
'T KEYS'	£1.55 each
All above plus p&p + VAT	
MINIMUM ORDER £5.00	
LEEDS (0113) 2441671	
(60474/ACC)	

BREAKING FOR SPARES

TOYOTA OPTIMA

Engine, gearbox and rear axle.

Tel 01236 822008

64253/BRE

DRIVING SERVICES

THE CELTIC DRIVING FORCE →

KERNOW DRIVING SERVICES LTD



Approved Government Licensed Agency No. SW 2924

Experienced drivers, guides and tour managers for all aspects of the coaching industry. Tours, relief or second drivers.

Very competitive rates

Tel: 0850 701450 (24hrs)

Fax: 01269 831115

BUSINESS FOR SALE

FOR SALE

Established Ltd Coach Company. N.E Area

12 International Licenses, school contracts, private hire and excursions.

Business sold with premises and workshop facilities.

coaches also available

Reply to Box No 64211

Coach & Bus Week

Wentworth House, Wentworth Street Peterborough

64211/BFS

GLASS
Before you next order - call us

PSV GLASS
01494 533131

GLASS

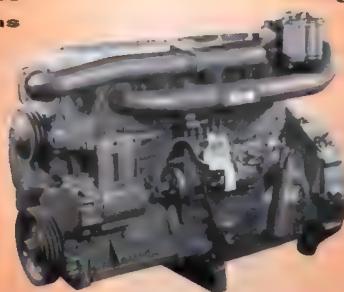
ENGINES



RELY ON US TO PROVIDE THE POWER BEHIND YOUR BUSINESS

Mercedes
Cummins
Perkins
Iveco

Freight Rover
Bedford
Leyland
AEC



ENGINES ARE FULLY TESTED & HAVE A WARRANTY UP TO 24 MONTHS/UNLIMITED MILEAGE

Wealdstone Engineering Ltd
Sanders Lodge Industrial Estate
Rushden, Northamptonshire NN10 6AZ
Tel (01933) 316622
Fax (01933) 58742



DRINKS MACHINES

Jason



Technical Services Ltd

Manufacturers of a range of low cost, high quality hot and cold drinks machines for coaches and buses.

NO seat loss, simple to fit, safe, hygienic and easy to use.

Nationwide service and installation network. 1000s in use in UK and Overseas.

Fully installed and fitted with either a Drinkmaster rack or Incup system of your choice.

Buy or lease at only £8.37 per week + VAT

Subject to status, etc.

FOR BROCHURE RING OR FAX (01438) 748701

(64091/DM)

ADVERTISING WORKS

You're reading this aren't you!

Call today to book your space

ENGINES

Excel Engines & Transmissions

Reconditioned: **Engines** – all types
Gearboxes – automatic, semi auto & manual
Axes & Differentials

All other Ancillaries are available**Engines:**

Blocks
Crankshafts
Heads, Conrods,
Pistons, Compressors
Waterpumps

Gearbox & Axles:

Brakebands
Seals, Geartrains
Shafts
Gears, Brakeshoes

Most major units are forward exchange and are fully warranted.
We also offer forward exchange on cost of repair units.

Fitting service is available on or off site.

24 Hour recovery service Nationwide.

Tel. (01977) 608808 Mobile 0374 113374

HORIZONTAL LEYLAND TL11 ENGINES

in good running order
HARTWOOD EXPORTS
(MACHINERY) LTD.

Birdwell, Barnsley, S70 5TR
Junction 36 M1 Motorway

Tel. 01226 742784
Fax. 01226 350055

LEYLAND AN68 POWER PACKS FOR SALE

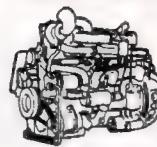
Call for further details

01226 727769 (day)

Fax. 01226 727607

Eves. 01226 716166

(64151/EN)

Preston Engines

Quality reconditioned engines ex stock.
Full Leyland range, Gardner, Volvo,
Mercedes. Others also undertaken.
Towing and fitting service available.
Also breaking engines, all parts available.

Phone for a competitive quote.

FOR FURTHER INFORMATION

PHONE PRESTON 01772 651629 FAX 01772 490760

(63735/EN)

FINANCE

THE COACH & BUS FINANCE SPECIALISTS



HANSAR FINANCE LIMITED

- ★ Finance Available New or Used Vehicles
- ★ Flexible Periods and Deposits
- ★ Fast Decisions ★ Credit Lines Arranged
- ★ Lease, Hire Purchase, Lease Purchase

FOR QUOTATION OR
INDEPENDENT ADVICE CONTACT
TERRY CROSS OR RON TELFORD

Tel: 0161-488 4000
Fax: 0161 488 4567

(63013/EN)

Bridgeway House, Mellor Road,
Cheadle Hulme, Cheshire SK8 5AU



associate member

INSURANCE

COACH, MINIBUS & BUS INSURANCE Fleet and single vehicle operators, Continental extensions

CONTACT: LAWRIE INSURANCE CONSULTANTS LTD

7 Cray Buildings, Footscray High Street, Sidcup, Kent DA14 5HL. Tel: 0181 302 7521/7522

(61932/INS)

We operate
our own
Buses –
We
Understand!

**SPECIALIST INSURANCE FOR MAJOR BUS & COACH FLEET OPERATORS
ALSO BUS & COACH MANUFACTURERS**

- Claims recovery service
- Monthly payment facilities available
- Full travel insurance available

Robin Huckle & Co. Ltd

Newland House 137-139 Hagley Road,
Edgbaston, Birmingham B16 8AU

Registered Insurance Brokers

TEL: 0121-454 8878 FAX: 0121-454 4255

(61718/S/N)

COACH, BUS & MINIBUS INSURANCE
CONTACT
WRIGHTSURE SERVICES



799 London Road
West Thurrock
RM20 3LH
Tel: 01708 865533
Fax: 01708 865100

27 Booker Avenue
Liverpool
L18 4QY
Tel: 0151 724 2266
Fax: 0151 724 6427

Competitive rates for new ventures and Est businesses
Monthly payments
Qualified in house claims dept
Access to all major insurers and all Lloyds syndicates

Discounts on household and car insurances for all operators and employees immediate quotes and cover.



INSURANCE

COACH INSURANCE

**10% discount on book rates for
fleets of 3 or more coaches**

- ★ Stage, public & private hire ★ Pay by instalments*
- ★ Any number of vehicles quoted for
- ★ Cover for foreign travel included

(63995/INS)

For agency details contact
Scot Charley (01245) 287681

*Subject to terms & conditions

SUMMIT
AT LLOYD'S

FAX YOUR COPY OVER NOW ON
01733 467154

PVC BADGES**WANTED**

4 LEYLAND TIGER
HEAD BADGES
Urgent!

Tel: Eastwoods
0121 327 0629

64259/PCV

SERVICES**GRAHAM'S
COACH REPAIRS/HIRE****GRETNA GREEN**

Have a safety inspection done
while your passengers visit the
Blacksmith's Shop

Prompt, efficient 24 hour
call out service

Tel: Alan on 01461 337854/577
(63862/SER)

TO ADVERTISE in Classified Products
and Services call Michelle on 01733
467146.

REFURBISHMENT**STAR SEATING**

Manufacturers of
Quality Minibus and
Coach Seats
Fast delivery available
For further details:

Tel: (01384) 485672
Fax: (01384) 485673

64097/REF

SEAT BELTS**SEAT BELTS**

FINANCE AVAILABLE
subject to status

- ★ EUROPEAN & BRITISH STANDARDS
- ★ FULLY TRAINED EXPERIENCED STAFF
- ★ ON SITE FITTING SERVICE
- ★ FULLY INSURED
- ★ CERTIFICATE OF CONFORMITY SUPPLIED
- ★ FREE COMPETITIVE QUOTATIONS
- ★ 24 HRS CALL OUT

A COPY OF THE VCA EUROPEAN APPROVAL AND BSI KITE MARK LICENCE ISSUED FOR THE BELTS

**ELITE SERVICES
STOCKPORT**
TEL 0161 480 0617

Please note
BSP Company members
have been selected
to supply belts

**BELT UP
Services**

European E Standard

SEAT BELTS

Supply and fit from
£10

Supply only
£8.50 per belt

24 Hour Nationwide

Fitting On Site
Certificate of
Conformity Supplied

**Tel/Fax. 0181 555 5298
COACH OPERATOR**

(61896/SBE)

REFURBISHMENT**BLACKPOOL TRIM SHOPS**

BUS & COACH INTERIOR
REFURBISHMENT

Same day retrims, centre
floors and gangways
Mobile gangways and
repairs.

Samples by return
New minibus seats, sales of
John Holdsworth moquette

For all information,
call Bob Taylor

**Tel: 01253 766762.
Fax: 01253 798443**

64260/RF

**SEAT BELT
SYSTEMS**

Seat belts available for most
applications.

All restraints are E standard.
Fitting service available.

For full details and prices
phone NOW!

**Tel: 0121 505 2765
0850 946860 (Mobile)**

(63997/SBE)

FAX YOUR COPY OVER NOW ON
01733 467154

REGISTRATION NUMBERS**Crest Registrations**

P.O. Box 111, Elwick, Cleveland TS27 3YS

Tel: 01429 890991 Fax: 01429 890992

£79/99	MIL 7188	XIB 4322	FBZ 755	JIW 728	NDZ 201	5 DAY TRANSFERS FROM £100
EAZ 9061	NBZ 8515	£299	GUI 414	JJI 5001	ODZ 201	KAZ 3663 OBZ 6696
IAZ 8067	PBZ 1396	DDZ 673	IAZ 241	KDZ 204	OJI 201	LIL 9696 SIW 1987
KAZ 8306	SIW 1878	EAZ 702	IBZ 281	NBZ 288	RXI 575	MIL 4533 TIW 1667
LAZ 4431	TIW 2372	EAZ 281	NBZ 288	RXI 575	MIL 4533	TIW 1667



THOUSANDS MORE AVAILABLE

* SEQUENCES ALWAYS AVAILABLE*

NATIONAL NUMBERS

NATIONAL
NUMBERS

• CNDA •



PO Box 20, Norton,
Cleveland TS20 1IZ

Free lists - 20,000
plates on computer

Money back guarantee

24 hour Answer Service

(60492/REG)

We have been advertising in this magazine for many years.
We will beat any new advertiser's price. Thousands more available.

Tel. (01642) 343433 Fax. (01642) 343450

SEAT BELTS

■ WE MAKE THE RETRACTOR ■ WE MAKE THE BUCKLE ■ WE MAKE THE METAL PARTS ■ WE MAKE THE PLASTIC PARTS ■ WE MAKE THE RETRACTOR ■ WE MAKE THE BUCKLE ■ WE MAKE THE METAL PARTS ■ WE MAKE THE PLASTIC PARTS

securon**MANUFACTURERS OF SEAT BELTS**

WE HAVE THE FLEXIBILITY TO SUPPLY YOUR REQUIREMENTS

ALL OUR BELTS ARE

- SERIAL NUMBERED
- MONITORED BY THE Vehicle Certification Authority
- 1 FROM 5,000 IS TESTED TO DESTRUCTION

APPROVAL CERTIFICATES AND CONFIRMATION OF CONTINUOUS MONITORING ARE AVAILABLE

SECURON (Amersham) LTD AMERSHAM BUCKS HP7 0NZ Tel: 01494 434455 Fax: 01494 726499

CONFORMING TO EEC R16 (App. Nos. starting 04.) EE6 77/541
& BS 3254: Part 1: 1988

(63908/SBE)

■ WE MAKE THE PLASTIC PARTS ■ WE MAKE THE RETRACTOR ■ WE MAKE THE BUCKLE ■ WE MAKE THE METAL PARTS ■ WE MAKE THE PLASTIC PARTS ■ WE MAKE THE RETRACTOR ■ WE MAKE THE BUCKLE ■ WE MAKE THE METAL PARTS ■ WE MAKE THE PLASTIC PARTS

REPAIRS & RECOVERY**FOR ALL YOUR COACH & BUS REPAIRS**

- Accident damage
- Stretch panels replaced
- GRP
- Resprays
- All mechanical repairs
- Fleetline auto to manual conversions
- Recovery service

Ring Tony Williams or Tim Cecil

BUFFALO TRAVEL
01525 722200Enterprise Way, Flitwick, Beds.
MK45 5BW (3 miles M1 Toddington)

GEARBOXES, axles, steering boxes, service exchange or 24-hour repairs service, including semi-autos and Alison Automatics, also parts supplied. McCARTNEYS. Tel. 0181-808 0582. Fax. 0181-365 1884 (LONDON). Family business, established over 40 years.

(64117/R&R)

OVER 6,200 WAYS to make money That's how many top decision makers in the coach and bus industry PAY to receive Coach and Bus Week. For more details ring (01733) 467147 NOW.

TICKET EQUIPMENTSETRIGHT Mk1's £35
Mk2's £50/E60 Mk3's £70ALMEX Model A £30,-
£70 & £100
- REPAIRS -

Syro/Sprong type change machines in stock.

Refurbished ETM's also available.

For further details contact
Mark, 5 De Gray Close,
Lewes, East SussexTel & Fax: 01273 474816
(60484/P/TIC)TO ADVERTISE in
Classified Products and Services
call Michelle on 01733 467146**TRAINING****WRIGHT TRAINING SERVICES
CPC COURSES**NATIONAL and INTERNATIONAL
Attendance courses held at
Thurrock, Essex and
Sittingbourne, KentFREE course resit if you fail first time
Homestudy Courses also availableSAGE COMPUTERISED
BOOK-KEEPING
Courses and Software Packages
Tel: 01708 867564
(60173/TRA)**CERTIFICATE OF PROFESSIONAL COMPETENCE**

REGULARLY UPDATED

**FREE BROCHURE**

HOME STUDY & ATTENDED COURSES

PASS GO LTD

61332/TRA



01 861-511190

Great Britain & Northern Ireland

TRAINING**CPC**IF YOU CAN FIND
BETTER OR CHEAPER
- WE'LL REFUND THE
DIFFERENCE!

Free Part 'A' Video

Possibly the only notes updated
June 1996. Video, Audio,
Homestudy. Intensive course
with free accommodation.

Free course if you fail.

FREEPHONE
0800 37•35•3101984 656 310 office
01273 515 649 eves**Friendberry**16th
YEARFAX YOUR COPY OVER NOW ON
01733 467154**UNIFORMS**

Sharps Freeman Limited

Sharp House, Tovil Green,
Maidstone, Kent, England ME15 6RL**Uniforms for Bus & Coach
Companies**Tel: Maidstone 01622 679751
Fax: Maidstone 01622 692445Tel: Walsall 01922 720339
Fax: Walsall 01922 24054**BUFFALO TRAVEL**

01525 722200

Enterprise Way, Flitwick, Beds.
MK45 5BW (3 miles M1 Toddington)

(62018/SP)

VEHICLE SPARES**TREVOR WIGLEY & SONS LTD
LEYLAND LEOPARD
GB350 GEARBOXES**REBUILT, REBUILT, REBUILT AS
NEW. 100% RECONDITIONED
GEARBOXES

£450.00

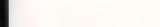
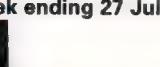
3 YEAR WARRANTY
100% REBUILT
100% RECONDITIONEDTel: 01226 723147 5 lines
Mobile: (0836) 581848 or
Fax: (01226) 203294

(63904/VEH)

Coach and Bus Week ending 27 July 1996

Say you saw it in CBW

54



VEHICLE SPARES



Professional Product Support for
OPTARE
&
BOVA

Now available from stock:

- Mirror Heads
- Mirror Arms
- Replacement Mirror Glasses
- Unbreakable Mirrors

Unitec
Manston Lane
Leeds, West Yorks
LS15 8SU
TEL: 0113 264 5182
FAX: 0113 260 6635

60676/VEH

WANTED FOR CASH

REDUNDANT BUSES

Large stock of second-hand spares available
Daimler, Leyland, A/Ls, AECs, Bedfords, Fords, Nationals
and Bristol VRTs.

Domi II and Supreme IV Screens
Iveco 49-10 Robin Hood Glass

TREVOR WIGLEY

& SONS LTD

THE PROFESSIONAL PSV DEALERS

(01226) 723147 – 5 lines

Mobile: (0836) 581848. Fax: (01226) 700199.

Night Lines: (01226) 203294/716479

Carlton, Nr Barnsley, South Yorkshire.

(63906/VEH)

P.V.S. (BARNESLEY) LTD

REQUIRED LARGE QUANTITIES OF
REDUNDANT VEHICLES
TOP CASH PRICES PAID
WE WILL COLLECT

ALL SPARES FOR ROUTEMASTERS
DAIMLER FLEETLINES, GARDNER 6LXB,
2 DOOR, REG NUMBERS S, T & V, MOT'D
NOW BREAKING DODGE S56's MINIBUSES

**Large stocks of quality spares
for most makes of engines, gearboxes,
diffs, axles, p. shafts, glass etc etc.**

Telephone	01226 722052
	01226 725003
(eves)	01226 710620
Fax	01226 700261

Established since 1960
(The reliable PSV Dealers)

BUSS BIZZ of WINCHESTER, HANTS

01962 715555/715566 Fax. 01962 714868 Mobile 0802 794835



EXTENSIVE STOCKS OF THE FOLLOWING:

Engines, Cylinder Blocks, Heads, Crankshafts, Camshafts, Con-Rods, Pistons, Liners, Gaskets, Gearboxes, Diffs, Rear Axles, Hubs, Front Axles, Drums, Air Brake Equipment, Alternators, Starters, Flywheels. Lots of Bedford 466 and Bedford 500 Pistons, in stock.

NEW, RECONDITIONED & USED PARTS FOR:

Volvo, Leyland, DAF, Dennis, Seddon, Scania, Bedford, Ford, MAN, Mercedes, Dodge, Renault, Iveco, Gardner, Bristol, AEC, ZF, Eaton, Turner.

BEDFORD—Extensive stocks of Bedford engines, ie 500T, 500NA, 330T + 330 and 466. Pistons, liners, cranks, heads, con-rods, camshafts. All in stock for above. Also Driveline components.

LEYLAND—Leyland Tiger and Leopard engines in stock. Cylinder heads, con-rods, camshafts, crankshafts, compressors, transfer boxes, ZF and Pneumocyclic gearboxes. Differentials for all.

VOLVO—B58 and B10 long, short and complete engines on the shelf. Cylinder heads, cams, con-rods, blocks, cranks, oil pumps, compressors, power steering, ZF and Pneumocyclic gearboxes, differentials, halfshafts, propshafts, axles, hubs and drums.

DAF—Engines, crankshafts, con-rods, camshafts, cylinder heads, blocks, starters, gearboxes, axles, and differentials. All in stock.

SPECIALS

Volvo B58, B10M, B10MT, B10B
Compressors ie: Wabco, Bendix, Bosch, Norbrem, reconditioned or used
Large stocks of differentials for Leyland Tigers, DAF MB200, Volvo B58, B10M, B6, Leyland Leopard
Large stocks of semi auto gearboxes and torque converters

★ BREAKING ★

Leyland Tigers, Volvo B58, Bedford YMT, Leyland Leopard, Plaxton and Duple, Bristol VRT III, Daimler Fleetline parts in stock
New Leyland National Bonnet Panels in stock. Bedford 466 MoD engines in stock
Redundant buses wanted for breaking

**Nationwide Delivery and Collection Service
Engine, Gearbox & Diff Fitting Service
Recovery and Towing Service**

VEHICLE SPARES

**OFF THE SHELF SPARES
BREAKING**

PLAXTON PARAMOUNT 3200
PLAXTON SUPREME 3/4 DUPLE DOMINANT 1/2/4
UNICAR BRISTOL AEC / FORDS / BEDFORDS
LEYLAND NATIONALS / LEOPARDS / BEDFORD PJK
Large quantity of BRISTOL LH spares and complete buses

WANTED**FOR CASH YOUR SCRAP BUSES AND COACHES****KIRTON BUS AND COACH DISMANTLERS**

NORTH CLIFF ROAD, KIRTON LINDSEY, GAINSBOROUGH, LINCS DN21 4NJ
PHONE: 01652 648628 FAX: 01652 640377 (63736/VEH)



**Coach and Bus Week are
extending our opening hours.**

Now you can call us up to

7 pm on Monday

and from

7.30 am on Tuesday

or

Fax 01733 467154 24hrs



Giving YOU more

**Increase your revenue
the cost effective way**

- ★ CBW IS THE MARKET LEADER IN THE COACH AND BUS INDUSTRY.
- ★ Every week over 18,000 people read CBW.
- ★ Advertising in CBW's Classified Section means reaching the right people – quickly.

If you have anything you need to sell then call us now

**Tel. 01733 467147 or
Fax. 01733 467154**

IVECO MERC MERC IVECO MERC

**DIESEL
MASTERS**

The IVECO specialist suppliers of
49.10 engines to major bus
companies nationwide

IVECO 49.10 – £1,900.00

Inclusive of our on site fitting service

NOW INCLUDE IN THEIR RANGE:

MERCEDES

608 709 811

**LEYLAND AN 680
ENGINES****TOYOTA OPTIMO
ENGINES**

**4236 PERKINS PHASER 90
4236/T 110T**

Please phone for our very competitive
prices on all your engine
requirements.

Our Mobile Fitting Service on your site
is available with Mercedes units and
Perkins units.

ALL UNITS CARRY A

**12 MONTH
UNLIMITED MILEAGE
WARRANTY**

**Telford, Shropshire
Tel: (01952) 612424
Fax: (01952) 616106**

IVECO MERC MERC IVECO MERC

Appointments & Tenders

Tel: 01733 467144

Fax: 01733 467154

WORK WANTED

NON SMOKER, 35 years old, seeks interesting Admin/management post within a reputable and enterprising bus company - Class 1 (Manual D+E), 15 years CPC National and International x both passenger and freight (A-E), NBC/RSA CRPT. Full CV stating experience available on request, very flexible and loyal, prepared to re-locate. Tel: 01424 721 1066 (Hastings). (64067/VWW)

How to write an effective Recruitment Advertisement

- (1) Start off with the job title of the position you wish to fill.
- (2) Describe the benefits of the position to the potential applicants.
- (3) Describe the essential and desirable qualifications and/or experience you require.
- (4) Sell your company. Why should people want to work for you?
- (5) Avoid hard to read abbreviations.
- (6) Include the salary, hours, address, and phone number stating how and when you should be contacted.
- (7) Large type, art elements (e.g. Logos or spot colour) will attract more attention to your advertisement.
- (8) Plan your advertisement with enough frequency for best results - A Quality Response.

Don't forget you need a quality response rather than a quantity response. It will save you time, money and headaches!

If you need help with the wording for your advertisement call Coach and Bus Week Classified for assistance on 01733 467144.

London Transport bus services

London Transport Buses will shortly be inviting tenders for the operation of the following London Transport routes:

- 57 Kingston - Streatham Hill
- 65 Kingston - Ealing Broadway
- 71 Kingston - Chessington
- 85 Kingston - Putney Bridge
- 127 Purley - Tooting Broadway
- 213 Kingston - Sutton
- 265 Tolworth - Putney Bridge
- 281 Tolworth - Hounslow
- 371 Kingston - Richmond

These routes will be tendered on the basis of net cost contracts.

- 371D Ham - Richmond
- 465 Kingston - Leatherhead

These routes will be tendered on the basis of gross cost contracts.

If you are interested and have already submitted your pre-qualification documents then you need take no further action at this stage. However if you are interested and have not completed London Transport's pre-qualification system for bus service tendering then you must do so by 23rd August 1996 in order to receive invitations to tender for the above routes.

Pre-qualification documents are available by writing to:

Mr T Wynne
Buyer
London Transport Buses
172 Buckingham Palace Road
London SW1W 9TN
Telephone 0171 918 3812



London Transport
Buses

ARE YOU EMPLOYING THE CORRECT PERSONNEL?

ARE YOU STRUGGLING TO FIND SOMEONE WITH THE CORRECT QUALIFICATIONS?
IF SO, THEN LET US HELP YOU.



provides you with the ideal opportunity to reach every section of personnel within the Coach and Bus industry.

Take the time and effort out of recruiting by calling us now on

01733 467144

Appointments & Tenders

Tel: 01733 467144

Fax: 01733 467154

Strategic Services

Transport Planning Assistant

£13,581 - £17,625

(placing dependent on qualifications and experience)

In this role, you will assist in the development and implementation of transport policies by procurement of public transport services and infrastructure and by surveys, publicity and information. You will also be responsible for organising school transport provision in approximately half of the Council area.

Liaison with bus, rail and taxi operators and other agencies, including the Police and Health Boards is essential, therefore you must possess first class communication skills. In addition, you should have an HNC or equivalent, combined with relevant transport experience.

Applications for job share will be considered.

For further information please contact John Angell, Transport Planning Manager, Tel: (01324) 504820 or Stephen Bloomfield, Transport Planning Officer, Tel: (01324) 504723.

Application forms, quote Ref: SS003, are available from Personnel Services, Falkirk Council, Municipal Buildings, Falkirk FK1 5RS, Tel: (01324) 506226/8, to whom completed applications should be returned no later than Friday 16 August 1996.

Committed to Equal Opportunities for all



Falkirk Council



Computer Systems Manager

c. £25,000 pa Twickenham



London United seeks a Computer Systems Manager with bus company experience, to manage its day to day computer operations and to plan and implement strategy for cost effective use of computer systems for the future.

London United currently uses a variety of computer hardware and applications, including London Transport software on HP 3000 hardware and Meridian packages on a Unix network.

London United is owned by its management and employees following a successful buy-out from government ownership in 1994. London United is the major bus operator in South West London, operating 600 buses from seven sites in the area.

Applicants should set out their qualifications, experience and other relevant information in writing to:

Mr S. Lawes, Finance Director, London United Busways Limited, Wellington Road, Twickenham, TW2 5NX

64256/APP

Coach and Bus Week ending 27 July 1996

Say you saw it in CBW

YEATES

AMAZING OFFERS

ON ALL OUR TOP QUALITY USED COACHES



Ref: 6624



Ref: 6925



Ref: 7036



Ref: 6668

**1994 L VOLVO B10M
JONCKHEERE 45, 49/53
RECLINING SEATS**

Exterior White, Interior Multi Moquette, Radio, PA, Stereo, W/Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Sunken Toilet, Double Glazing, Tinted Windows, Blinds, Continental Door, Crew Seat, Soft Trim, Air Suspension
Ref: 6624

**1994 L VOLVO B6 R/E
MARSHALL BUS, 32 SEATS
+ 18 STANDEES**

Exterior White, Interior Red, Driver Operated Door, Integral Retarder, Destination Gear, Pushchair Compartment and Twin Doors at Front. CHOICE OF SIMILAR VEHICLES.
Ref: 6925

**1992 K VOLVO B10M
IKARUS, 49 RECLINING
SEATS**

Exterior Red and White, Interior Multi Coloured Moquette, Radio, PA, Cassette, Wiring for TV/Video, Front Wheel Discs, Driver Operated Door, ABS, Exhaust Brake, Side Locker, Toilet, Double Glazing, Curtains, Tinted Windows, Crew Seat, Hot Water Boiler and Fridge.
Ref: 7036

**1992 J SCANIA K113
PREMIERE 350, 49
RECLINING SEATS**

Exterior White, Blue & Orange, Interior Fawn Striped Moquette, Radio, PA, Stereo, Front Wheel Discs, Driver Operated Door, ABS, Telma, Side Locker, Toilet, Double Glazing, Tinted Windows, Curtains, Continental Door, Crew Seat, Crew Compartment, Soft Trim, Fridge,
CHOICE OF VARIOUS SIMILAR VEHICLES
Ref: 6815

ASK FOR DETAILS OF OUR FULL STOCKLIST!

— PHONE —
**01509 217777 NOW
FOR A SUPER DEAL!
OR CONTACT YOUR YEATES MAN!**

YEATES

BUS & COACH

Brisco Avenue, Loughborough, Leics LE11 0HP.
Tel: (01509) 217777 Fax sales: (01509) 260978
Fax: Accounts & Service (01509) 239362